

**I-215 &  
5400 S**

MOBILITY STUDY

UDOT Project No. S-I215(142)14



# **I-215 & 5400 SOUTH STUDY**

## **PHASE 1 PUBLIC INVOLVEMENT REPORT**

OCTOBER 2010

Redwood Road to 3200 West & 4700 South to 6200 South

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## 1.0 INTRODUCTION

In Spring 2010, the Utah Department of Transportation (UDOT), Federal Highway Administration (FHWA) and the City of Taylorsville initiated the first phase of a study to assess the traffic operations and transportation needs in the area of 5400 South and I-215. The study area encompasses Redwood Road to 3200 West and 4700 South to 6200 South in Salt Lake County.

The study began with a Scoping Period intended to gather public input about relevant issues and potential alternatives. Between March and May 2010, the study team initiated a range of activities to encourage participation and gain feedback from interested stakeholders and public agencies. Scoping activities targeted the general public, businesses, local governments and government and non-government agencies.

Scoping activities included an agency scoping meeting, a presentation to the Taylorsville City Council, a public scoping meeting and the availability of study information online at [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy). Following the scoping comment period, the study team prepared a Scoping Report and initiated traffic studies.

In June 2010, the study team held its first Transportation Idea Exchange (TIE) meeting to which local government officials, education and business leaders as well as agencies and citizen representatives were invited. The study team presented the Scoping Report and initial traffic study results to the TIE and facilitated a discussion with attendees about study progress to date.

Following the TIE meeting, the study team began drafting the Purpose and Need for the study and executed a screening process for preliminary alternatives, which are the deliverables for Phase 1 of the I-215 and 5400 South Mobility Study. The TIE reconvened on October 18, 2010 to see the preliminary Purpose and Need and alternatives. These were shown to the public at an open house on October 19, 2010.

### 1.1 PURPOSE OF THE PUBLIC INVOLVEMENT REPORT

The purpose of the Phase 1 Public Involvement (PI) Report is to provide a summary of public involvement activities and public input received from May 8 through October 22, 2010. This time period covers the closing date of the Scoping Comment Period through the week following the Public Open House held to present preliminary the Purpose and Need and alternatives to the public.

Comments received on or after October 23, 2010 will be archived for review upon preparation of a Draft Environmental Impact Statement. Several months may lapse between the publication of this report and the beginning of Phase 2. In accordance with the National Environmental Policy Act (NEPA), the public will have additional opportunities to comment on the Purpose and Need Statement and alternatives before the study is completed.

## 2.0 SUMMARY OF PHASE 1 PI ACTIVITIES

Throughout Phase 1 of the study, the study team has maintained a telephone comment line, an e-mail account, and a study website with a comment form. In order to keep the public continually informed and involved as the study progresses, the study team notified the public of preliminary ideas for the Purpose and Need and alternatives, held a Public Open House to present those ideas, and made current study information available on the study website.

### 2.1 PHASE 1 PUBLIC INVOLVEMENT

Following the Scoping Comment Period and before Phase 1 of the study was completed, UDOT, FHWA and the City of Taylorsville wanted to inform the public about study progress and gather their feedback. The study team sought an open, transparent process so that stakeholders could have complete, accurate, understandable and timely information, especially since several months may lapse before Phase 2 of the study is initiated.

#### 2.1.1 Public Notifications

In an effort to encourage and maintain public involvement in the study process, the study team employed a variety of methods to educate, inform and solicit feedback from the public regarding preliminary Purpose and Need and alternatives. See notification examples in **Appendix A: Public Notifications**. Notification methods included:

- **Direct mail postcard:** Sent to approximately 6,000 residents and businesses covering the entire study area.
- **E-newsletters:** Sent to 237 individuals who requested to be added to the study email contact list. Both “save the date” and “reminder” e-newsletters were sent previous to the open house.
- **Posters and flyers:** 23 posters and 82 flyers were distributed to schools, businesses and public buildings throughout the study area. See a list of locations in **Appendix A: Public Notifications**.
- **Community newspaper advertisement:** An advertisement of the open house was placed in the Taylorsville Journal, a monthly community newspaper covering the study area.
- **Websites:** Open house information was included on the study website and the Taylorsville City website community calendar.
- **Taylorsville City Council Meeting:** On October 6, 2010 UDOT project manager Rebecka Stromness reported on the study progress and notified the council of the upcoming public open house.

#### 2.1.2 Public Open House

The study team held a Public Open House on October 19, 2010 from 5:30 to 7:30 p.m. at Vista Elementary School (4925 S. 2200 West, Taylorsville). One hundred and six people, not including the study team, attended the open house to obtain study information and provide their concerns, comments and suggestions.

Open house attendees were encouraged to sign in at a registration desk. Each participant received a comment form and a Purpose and Need Fact Sheet summarizing the preliminary Purpose and Need Statement. The open house included display boards, information stations and large-scale maps. Staff members were stationed throughout the room to answer questions and discuss the study with attendees.

While UDOT’s We Go! projects and the Wasatch Front Regional Council long-range plan are separate from this study, they also relate to the study area. Representatives from each were invited to participate in the open house and answer questions specific to those projects.

Display boards covered topics such as the study area, study history, detailed timelines of study progress and next steps, the Purpose and Need and the seven preliminary alternatives (including the no-build alternative).

Attendees were encouraged to provide their comments in written form or were offered study contact information if they preferred to provide a comment later or through another method. The display boards, comments forms, Purpose and Need Fact Sheet and comment cards are included in **Appendix B:**

**Open House Materials.**

### **2.1.3 Transportation Idea Exchange**

During Phase 1, the study team started a Transportation Idea Exchange (TIE) committee. The committee is made up of local government officials, education and business leaders and agency and citizen representatives. The purpose of the TIE committee is to vet study issues and enhance public involvement efforts so that stakeholders are truly represented in the study process.

TIE committee members were invited to participate in meetings via phone call and email. Two meetings have been held with the TIE committee:

1. On **June 30, 2010**, the study team met with the TIE committee at the Taylorsville City Council Chambers to discuss scoping and traffic study results. TIE members were given a copy of the Scoping Open House handout.
2. On **October 18, 2010**, the study team met with the TIE committee at the Taylorsville City Council Chambers to discuss the Purpose and Need and preliminary alternatives. TIE members were given a copy of the Purpose and Need Fact Sheet.

To see meeting invitations, agendas, meeting notes and copies of presentations given at TIE meetings, refer to **Appendix C: TIE Committee Materials.**

### **2.1.4 Online Study Materials**

The study website hosts informational material about the study process, alternatives and other important milestones. **See Appendix D: Online Study Materials** for examples of information available to the public via the study website.

## 3.0 PHASE 1 PUBLIC COMMENTS

The I-215 and 5400 South study team will continue to collect public input through the website, study phone line and dedicated email address throughout remaining phases of the study, unless it is determined that the study will not continue beyond Phase 1.

This report includes comments received between May 8 and October 22, 2010. Comments received during this period are included in **Appendix E: Phase 1 Comments**. Comments received on or after May 8, 2010 will be archived for review if the study progresses to Phase 2. Responses to these comments will be limited to acknowledgement of comment receipt. The public will have additional opportunities to comment on the Purpose and Need and alternatives as a Draft Environmental Impact Statement is developed.

Each comment was categorized according to the following topics: purpose and need, alternatives, design features, traffic operations, community impacts, traffic impacts, visual quality and indirect impacts. See Table 3.1.1 Comment Categories. A single comment may include several topics. Comments are numbered in the order they were received, with a "C" for comments that were received after the scoping period and an "A" for comments received the week of the alternatives open house.

### 3.1 PHASE 1 COMMENTS SUMMARY

The study team received 14 comments during the week of the October open house (October 18 to 22, 2010). The study team also received 17 comments between the scoping comment period and the week prior to the open house (May 8 to October 17, 2010). Both sets of comments are included in this report. Comments received on or after October 23, 2010 will be archived for review if and when Phase 2 of the study begins.

Public input is an important component of any transportation study. Since the study team will continue to accept public input on alternatives and other issues in Phase 2 of the study, this report will not contain direct responses to comments.

A primary theme in public comments is that current traffic operations in the study area are problematic. Many comments express concern that changes to the transportation system would increase traffic congestion or make traffic operations worse. Several comments support the Purpose and Need by pointing out that traffic congestion is a problem around the I-215 interchanges and that surrounding roadways and intersections, not just the point of I-215 and 5400 South, need attention.

Many comments related to the alternatives presented at the October open house, with most focused on the interchange alternative (Alternative 7-3). Those who oppose Alternative 7-3 feel that an interchange would not provide positive impacts on the traffic situation. Some feel that an interchange would make traffic problems worse. Those who favor the interchange feel that it would reduce traffic congestion around the other interchanges and balance the load of traffic in the study area. Few comments were received on the other alternatives.

Other comments mentioned concern for impacts to the community and for providing accommodations for bicyclists and pedestrians.

Table 3.1.1 Comment Categories (May 8 to October 22, 2010)

CATEGORY	NUMBER OF COMMENTS	COMMENT NUMBERS
Purpose and Need	6	C01, C03, C06, C07, C17, A05
Alternatives	20	C05, C06, C08, C09, C10, C11, C12, C13, C15, C16, A01, A02, A03, A04, A05, A07, A08, A11, A12, A14
Design Features	3	C15, C16, A01
Traffic Operations	12	C01, C03, C04, C06, C08, C09, C11, C16, A03, A04, A05, A10
Community Impacts	5	C02, C06, C07, C11, C14
Traffic Impacts	8	C01, C02, C04, C09, C10, C12, A03, A14
Visual Quality	1	A11
Indirect Impacts	1	A07

**Appendix A: Public Notifications**  
**Appendix B: Open House Materials**  
**Appendix C: TIE Committee Materials**  
**Appendix D: Online Study Materials**  
**Appendix E: Phase 1 Comments**



## Appendix A: Public Notifications

Figure A1: Direct-mail Postcard

### Take Part in the Transportation Study for the I-215 and 5400 South Area

UDOT, the Federal Highway Administration and the City of Taylorsville are studying traffic mobility in the area of I-215 and 5400 South. Since last spring, the study team has evaluated public comments, input from other agencies and traffic study results to identify possible ways to improve traffic conditions now and in the future.

**WHY STUDY I-215 & 5400 SOUTH?** The study area's population is growing with limited access to I-215.

**OPEN HOUSE ON TUESDAY, OCT. 19** The study team is holding an open house to show preliminary ideas for addressing the area's transportation needs. After this open house, several months may pass before ideas are refined and again presented to the public for further input.

If you are unable to attend the open house, you can call, email or visit the study website. Email [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov) to join our contact list and stay updated on the study process.

**SE HABLA ESPAÑOL**

El Departamento de Transporte de Utah (UDOT) está realizando un estudio para mejorar la movilidad y el flujo de tráfico en su comunidad, cerca de la I-215 y la 5400 South. Habrá una reunión pública para explicarle más al respecto el día Martes 19 de Octubre de 5:30 a 7:30 p.m. en la Vista Elementary School. Para mayor información ó si necesita un intérprete, llame a Adan Carrillo al número (801) 975-4958.

**UDOT PUBLIC OPEN HOUSE**

**WHEN:**  
Tuesday  
October 19, 2010  
5:30 - 7:30 p.m.

**WHERE:**  
Vista Elementary School  
4925 South 2200 West  
Taylorsville

**I-215 &  
5400 S**  
MOBILITY STUDY

**UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE**  
Email: [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov) | Hotline: 801-930-0470 | Web: [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)



Figure A2: E-newsletters



To:

Cc:

Subject:

Signature: None

**UDOT Public Open House**  
A Good Flow of Ideas Can Lead to a Better Flow of Traffic →

## Take Part in the Transportation Study for the I-215 and 5400 South Area

Just a reminder that the Utah Department of Transportation (UDOT), the Federal Highway Administration and the City of Taylorsville will be holding an open house Oct. 19 to show preliminary ideas for addressing the study area's transportation needs.

After this open house, several months may pass before ideas are refined and presented to the public again for further input.

If you are unable to attend the open house, you may call email or [visit the study website](#). Email [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov) to join our contact list and stay updated on the study process.

**UDOT PUBLIC OPEN HOUSE**

<b>WHEN:</b> Tuesday, Oct. 19, 2010 5:30 - 7:30 p.m.	<b>WHERE:</b> Vista Elementary School 4925 South 2200 West Taylorsville
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**STUDY AREA**

UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE  
 Email: [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov) | Hotline: 801-930-0470 | Web: [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)

Figure A3: Posters and Flyers

**ALTERNATIVES PUBLIC MEETING POSTER AND FLYER LOCATIONS**

<b>Location</b>	<b>Posters</b>	<b>Flyers</b>
Taylorsville Library	2	1
Vista Elementary School	2	20
Taylorsville Recreation Center	2	1
Taylorsville High School	2	5
Taylorsville City Building	2	3
Taylorsville Fire Station	1	
Bennion Junior High School	2	2
Calvin Smith Elementary	1	3
Senior Living	1	
<b>Businesses in the 5400 South and I-215 Area</b>		
Mountain Vista Chiropractic		5
Farmers Insurance Group		5
Cut's Etc.		4
Daisy Maids		3
Computer Bytes		5
Wasatch Pizza		5
Massage Chair Relief		3
Certified Public Accountant		7
Apple Vision & Contact Lens		10
<b>Businesses in the 4700 South and I-215 Area</b>		
Circle K	1	
Check City	1	
Tammy's Restaurant	1	
Reams	2	
Emissions Plus	1	
Conoco	1	
Oquirrh Artificial Kidney Center	1	
<b>Total</b>	<b>23</b>	<b>82</b>



I-215 &  
5400 S

MOBILITY STUDY

## UDOT Public Open House



## A GOOD FLOW OF IDEAS CAN LEAD TO A BETTER FLOW OF TRAFFIC

UDOT, the Federal Highway Administration and the City of Taylorsville are studying traffic mobility in the area of I-215 and 5400 South. Since last spring, the study team has evaluated public comments, input from other agencies and traffic study results to identify possible ways to improve traffic conditions now and in the future.

### WHY STUDY I-215 & 5400 SOUTH?

The study area's population is growing with limited access to I-215.

### OPEN HOUSE ON TUESDAY, OCT. 19

The study team is holding an open house to show preliminary ideas for addressing the area's transportation needs. After this open house, several months may pass before ideas are refined and again presented to the public for further input.

If you are unable to attend the open house, you can call, email or visit the study website. Email [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov) to join our contact list and stay updated on the study process.

### SE HABLA ESPAÑOL

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### UDOT PUBLIC OPEN HOUSE

**WHEN:**  
Tuesday, Oct. 19, 2010  
5:30 - 7:30 p.m.

**WHERE:**  
Vista Elementary School  
4925 South 2200 West  
Taylorsville



I-215 &  
5400 S  
MOBILITY STUDY

## UDOT Public Open House



## A GOOD FLOW OF IDEAS CAN LEAD TO A BETTER FLOW OF TRAFFIC

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**WHY STUDY I-215 & 5400 SOUTH?**

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**UDOT PUBLIC OPEN HOUSE****WHEN:**

Tuesday

October 19, 2010

5:30 - 7:30 p.m.


**WHERE:**

Vista Elementary School  
4925 South 2200 West  
Taylorsville


**SE HABLA ESPAÑOL**

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Figure A4: Community Newspaper Advertisement (Taylorsville Journal)



## UDOT Public Open House



# A GOOD FLOW OF IDEAS CAN LEAD TO A BETTER FLOW OF TRAFFIC

UDOT, the Federal Highway Administration and the City of Taylorsville are studying traffic conditions in the area of I-215 and 5400 South. Since last spring, the study team has evaluated public comments, input from other agencies and traffic study results to identify possible ways to improve traffic conditions now and in the future. The study team is holding an open house to share the preliminary results of these evaluations.

**SE HABLA ESPAÑOL**

Para información ó si necesita un intérprete, llame a Adan Carrillo al número (801) 975-4958.

**AMERICANS WITH DISABILITIES ACT**

In compliance with the Americans with Disabilities Act, individuals needing special accommodations during this meeting should call Julene Thompson at (801) 487-4800.

UDOT PUBLIC OPEN HOUSE

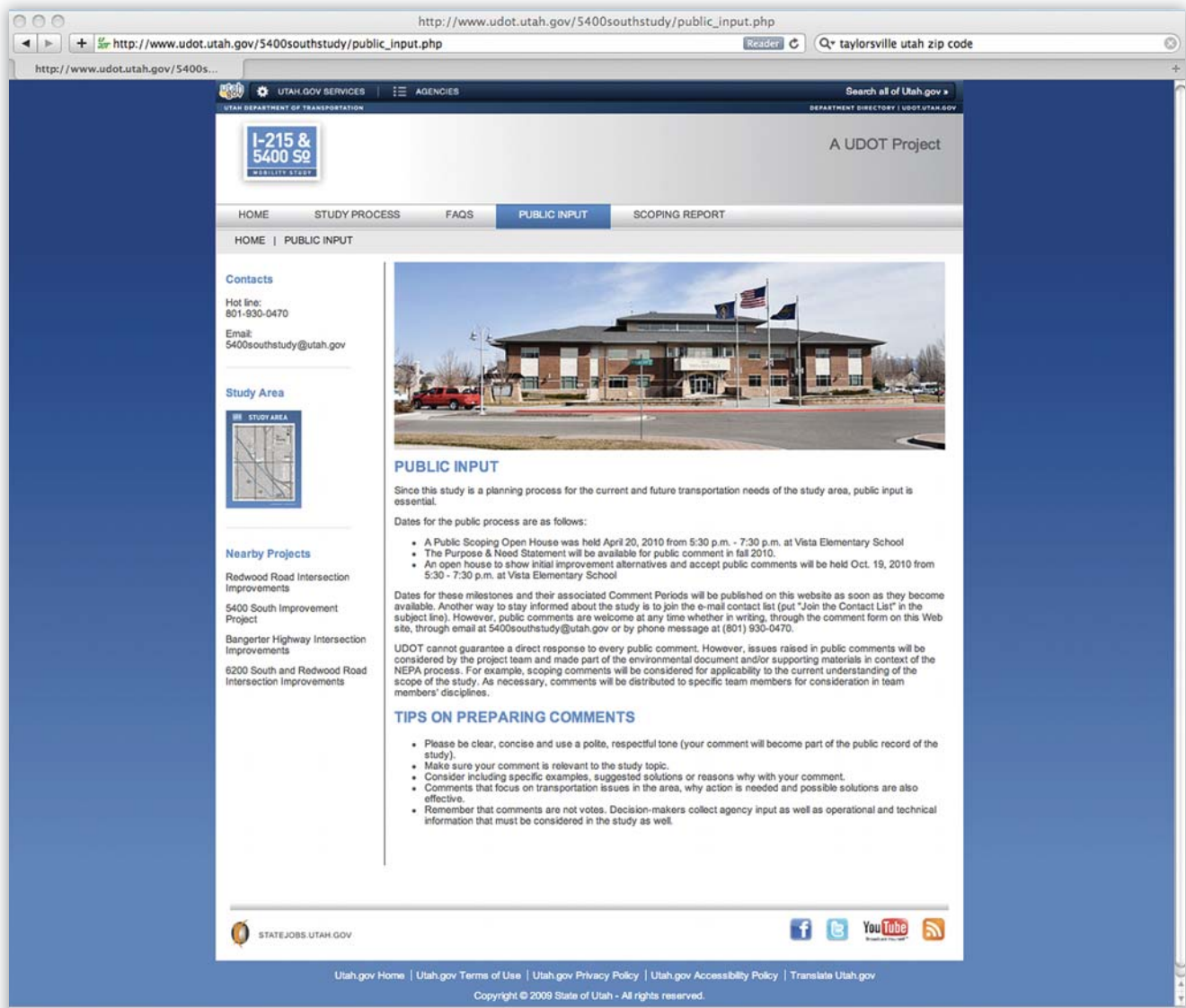
**WHEN:**  
**Tuesday**  
**October 19, 2010**  
**5:30 - 7:30 p.m.**

**WHERE:**  
**Vista Elementary School**  
**4925 South 2200 West**  
**Taylorsville**

UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE  
 E-mail: 5400southstudy@utah.gov | Hotline: 801-930-0470 | Web: udot.utah.gov/5400southstudy



Figure A5: Websites



Taylorsville City, Utah :: Opportunity in Every Direction

Search:

HOME PAGE RESIDENTS BUSINESSES VISITORS CONTACT US

**City of Taylorsville**

- About Our City
- Elected Officials
- Business & Development Services
- City Departments
- Job Opportunities
- Calendar of Community Events
- What do you want to do?
- City Services A-Z

**Calendar**

<< October 2010 >>

S	M	T	W	T	F	S
> 26	27	28	29	30	01	02
> 03	04	05	06	07	08	09
> 10	11	12	13	14	15	16
> 17	18	19	20	21	22	23
> 24	25	26	27	28	29	30
> 31	01	02	03	04	05	06

**Today's Events**

05:30 PM UDOT Open House I-215 and 5400 S. Mobility Study (2:00)

12:00 PM Early Voting - Various Locations (6:00)

**Upcoming Events**

**Wed, October 20 2010**

03:30 PM Youth Council Meeting (1:00)

12:00 PM Early Voting - Various Locations (6:00)

**Thu, October 21 2010**

07:00 PM General CERT Meeting (1:00)

12:00 PM Early Voting - Various Locations (6:00)

**Fri, October 22 2010**

06:30 PM Meet the Candidates (2:00)

**Welcome to the City of Taylorsville**

**ONLINE PAYMENTS**

It is the mission of the City of Taylorsville, its elected officials, employees and volunteers to provide efficient and cost effective services that enhance the quality of life and community identity by being accessible, proactive, innovative, accountable and responsive to the needs of our community.

**Popular Pages**

- A-Z Index of Services
- Elected Officials
- Court
- Police
- Report a problem
- Interactive Map
- Parks/Recreation
- Calendar
- Information
- Hotline
- Emergency
- Preparedness
- Taylorsville
- Dayzz
- Records Request
- Requests for Proposals
- Online Bill Pay
- Ordinances/Codes

**Online Bill Pay**

Traffic Citations, Business License Renewals and Building Permits can now be paid online using your Credit Card or Check. Please have your paperwork handy when you sit down to pay your fees. [Pay here](#)

**Studies, Projects and Reports**

[City Budget Information Page](#)

[Storm Water Utility Page](#)

[Proposed 6200 South Redwood Road Urban Renewal Project Area, Blight Study 2010, Blight Factors, Property Report 1-60, Property Report 61-125, Draft Plan, Draft Budget.](#)

[Proposed 5400 South & Bangerter](#)

**Top Stories**

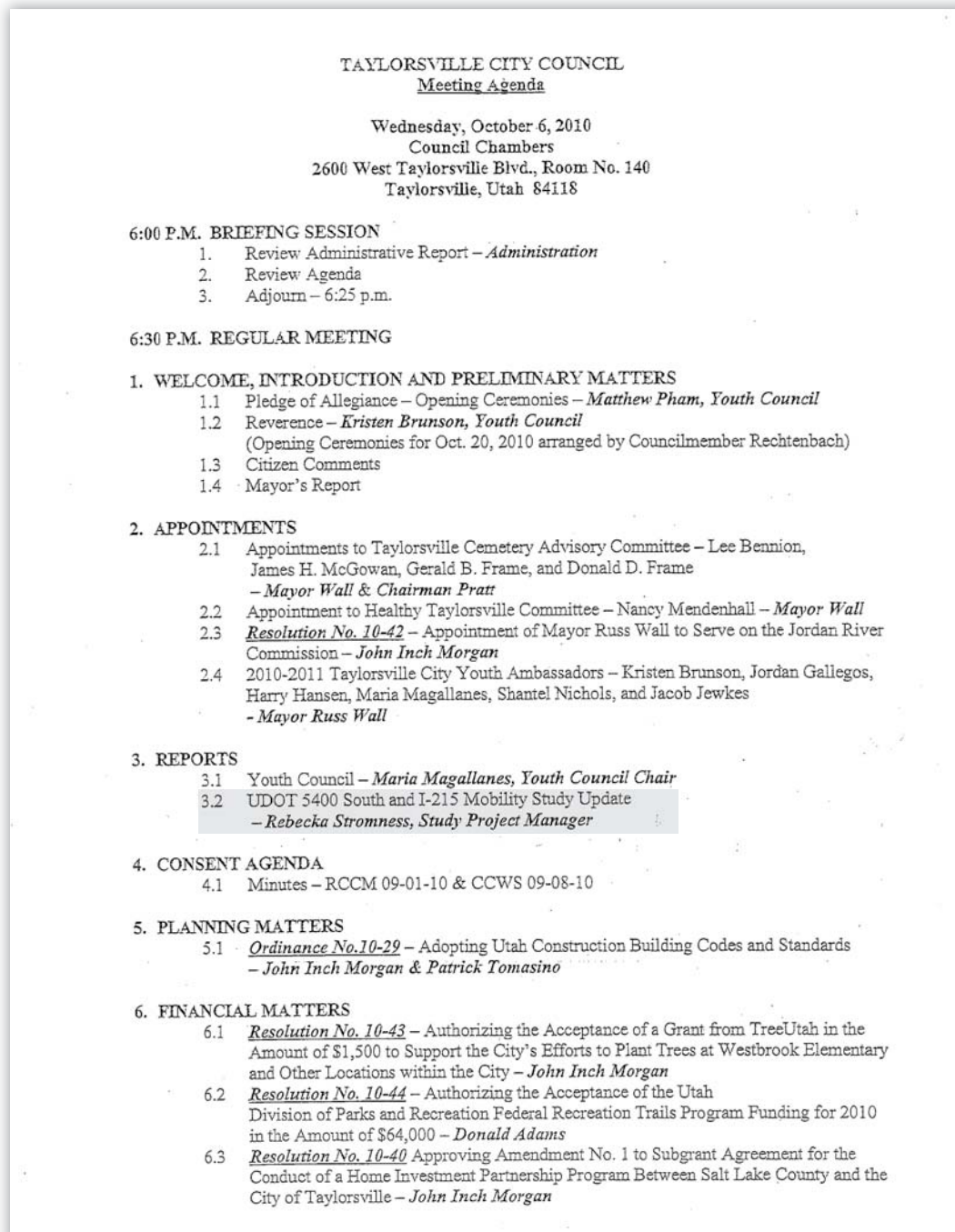
**COMMUNITY HEALTH FAIR**  
Saturday, November 6, 2010  
10:00 AM to 2:00 PM  
Taylorsville High School  
5225 S. Redwood Road

**VETERANS DAY EVENTS**  
Thursday, November 11, 2010

**PARADE**  
11:00 AM  
Begins at 4900 S. 2700 W., and ends at Taylorsville City Hall, 2600 W. Taylorsville Blvd. (5320 S.)

**PROGRAM**

Figure A6: Taylorsville City Council Meeting



RCCM 10/6/10  
Page 2

## 7. OTHER MATTERS

- 7.1 Report Regarding Storm Drain/Wall Issues Along 4100 South – *John Taylor*
- 7.2 Discussion Regarding Setting a Schedule for the Next Phases of the City's Strategic Planning Process – *John Inch Morgan*
- 7.3 Discussion of Dates for a Legislative Breakfast Meeting – *Chairman Pratt*
- 7.4 Discussion Regarding Formation of a Taylorsville Green Committee – *Mayor Russ Wall*

## 8. NEW ITEMS FOR SUBSEQUENT CONSIDERATION (No Action)

## 9. NOTICE OF FUTURE PUBLIC MEETINGS (NEXT MEETING)

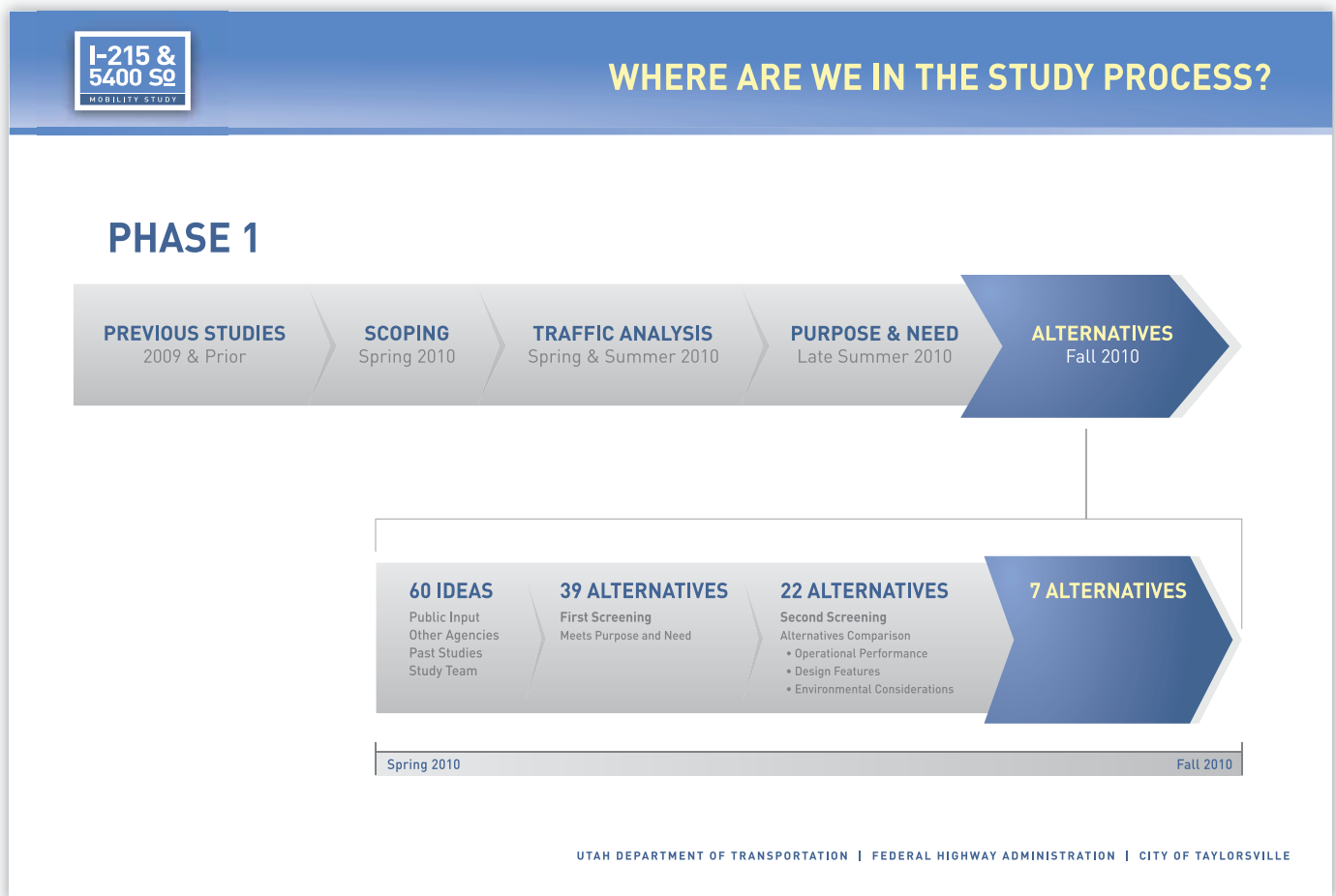
- 9.1 City Council Work Session – Wednesday, October 13, 2010 – 6:00 p.m.
- 9.2 Taxing Entity Committee Meeting – Thursday, October 14, 2010 – 1:30 p.m.
- 9.3 City Council Briefing Session – Wednesday, October 20, 2010 – 6:00 p.m.
- 9.4 City Council Meeting – Wednesday, October 20, 2010 – 6:30 p.m.
- 9.5 RDA Board Meeting – Wednesday, October 20, 2010 – 7:00 p.m.
- 9.6 City Council Briefing Session – Wednesday, November 3, 2010 – 6:00 p.m.
- 9.7 City Council Meeting – Wednesday, November 3, 2010 – 6:30 p.m.

## 10. CALENDAR OF UPCOMING EVENTS

- 10.1 **Thurs., Oct. 14 – City of Taylorsville Economic Development Forum** – 7:30-9:30 a.m. Oak Room/SL Community College Taylorsville Redwood Campus, 4600 South Redwood Road. RSVP by Oct. 7 to Jean Ashby at 801-963-5400 or [jashby@taylorsvilleut.gov](mailto:jashby@taylorsvilleut.gov)
- 10.2 **Oct. 19-29 (weekdays) – Early Voting** – Noon to 6:00 p.m. (ending at 5:00 p.m. Oct. 29) – Taylorsville City Hall, Room 110, 2600 West Taylorsville Blvd. Call 801-468-3427 or visit [www.clerk.slco.org](http://www.clerk.slco.org) for information on additional locations.
- 10.3 **Tues., Oct. 19 – UDOT I-215 & 5400 South Mobility Study Public Meeting** - 5:30-7:30 p.m. Vista Elementary, 4925 South 2200 West. The study team is holding an open house to show preliminary ideas for addressing the area's transportation needs beyond what is already planned.
- 10.4 **Thurs., Oct. 21 – General CERT Meeting** – 7:00 p.m. – Taylorsville City Council Chambers, 2600 W. Taylorsville Blvd. CERT trained individuals are invited to attend the meetings held the third Thursday of each month. For information, contact Lisa Schwartz at 801-965-2092 or [lschwartz@taylorsvilleut.gov](mailto:lschwartz@taylorsvilleut.gov).
- 10.5 **Sat., Nov. 6 – Healthy Taylorsville Community Health Fair**, 10:00 a.m. to 2:00 p.m., Taylorsville High School, 5225 S. Redwood Road. Sponsored by City of Taylorsville, Intermountain Healthcare, Jordan Valley Medical Center, and Taylorsville High School FBLA.
- 10.6 **Thurs., Nov. 11 – Annual Veterans Day Celebration – Parade** – 11:00 a.m. (Line-up at 4900 S. 2700 W. Route travels S. on 2700 West, ending at Taylorsville City Hall.) Patriotic Program, Military Memorabilia Display at Taylorsville City Hall – 12:00 Noon (after the parade.). Contact Elaine Waegner at 801-963-5400 or [ewaegner@taylorsvilleut.gov](mailto:ewaegner@taylorsvilleut.gov) for more information. To submit photos or memorabilia, contact Jean Ashby at 801-963-5400 or [jashby@taylorsvilleut.gov](mailto:jashby@taylorsvilleut.gov). To download parade application or parade flyer visit [www.taylorsvilleut.gov](http://www.taylorsvilleut.gov).

## Appendix B: Open House Materials

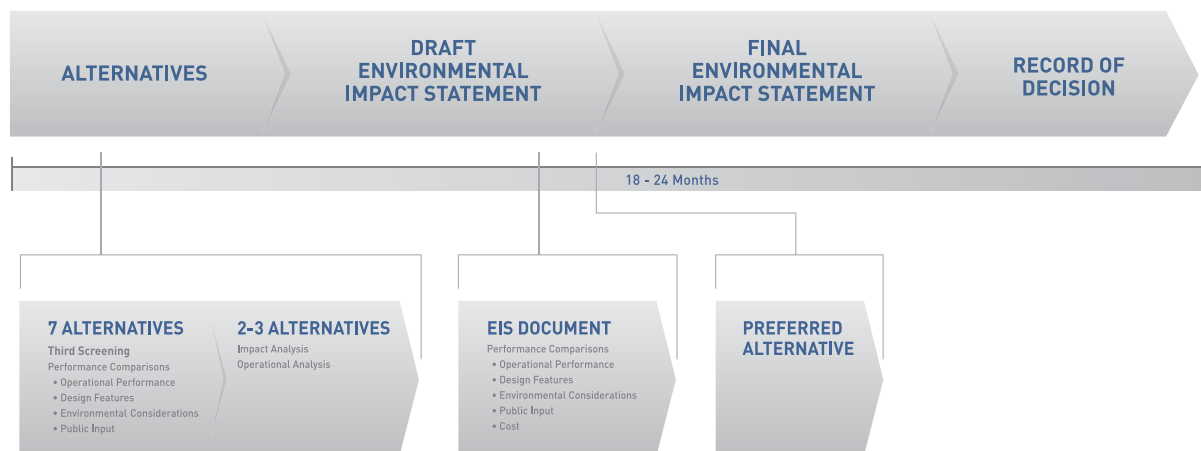
Figure B1: Display Boards





## WHAT ARE THE NEXT STEPS?

### PHASE 2 (IF INITIATED)



\*Alternatives design will continue to be refined throughout the EIS Process



## WHAT IS THE PURPOSE OF TRANSPORTATION IMPROVEMENTS IN THE STUDY AREA?



The purpose of transportation improvements is to increase the capacity to access I-215 in the study area and, specifically, to reduce congestion on 4700 South and Redwood Road around the I-215 interchanges.

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## HOW DO WE USE YOUR INPUT?

The study team collected public input during the scoping period that includes your:

- ▶ Transportation concerns and issues in the study area
- ▶ Suggestions for solutions (alternatives)
- ▶ Comments on how you might be affected by various solutions

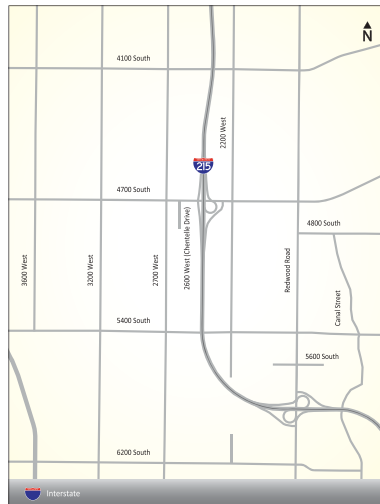
The team received 71 comments during the scoping period that helped to better understand traffic problems in the area and produce transportation improvement alternatives.

Your comments are highly valued. The study team will continue to take comments that will be considered if there is a second phase. There will also be specific opportunities for you to comment if there is a second phase.



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## ALTERNATIVE 1



### No Build

- ▶ Do not build any improvements beyond the current construction projects and the highway and transit improvements already included in the Wasatch Front Regional Council's 2040 Regional Transportation Plan.

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## ALTERNATIVE 4



### Widening & Intersection Improvements

- ▶ Widen 4700 South from Bangerter Highway to Redwood Road by adding a through lane in each direction.
- ▶ Improve signalized intersections on 4700 South from 2700 West to 2200 West.
- ▶ Widen Redwood Road from 4700 South to 6200 South by adding a through lane in each direction.
- ▶ Improve signalized intersections on Redwood Road from 6200 South to 5600 South.

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## ALTERNATIVE 7-3



### New Interchange & Intersection Improvements

- Build a new interchange at 5400 South and I-215.
- Improve signalized intersections on 4700 South from 2700 West to 2200 West.
- Improve signalized intersections on Redwood Road from 5600 South to 6200 South.

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## ALTERNATIVE 8-3



### Frontage Road From 4100 South to Redwood Road

- Build a one-way, ground-level frontage road along each side of I-215 from 4100 South to Redwood Road.
- Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.



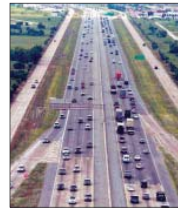
UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE

## ALTERNATIVE 8-4



### Frontage Road From 4700 South to Redwood Road

- Build a one-way, ground-level frontage road along each side of I-215 between 4700 South and Redwood Road.
- Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.



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## ALTERNATIVE 9-1

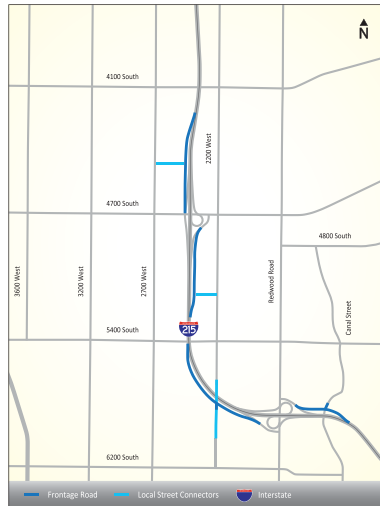


### Frontage Road From 4700 South to 5400 South

- Build a one-way, ground-level frontage road along each side of I-215 between 4700 South to 5400 South.
- Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.



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## Extend I-215 Off-Ramps

- Extend existing I-215 off-ramps at 4700 South and Redwood Road to provide additional access to local streets from the ramps.
- For example, from the 4700 South southbound I-215 off ramp, access would be available to 2700 West prior to reaching 4700 South.

Figure B2: Purpose and Need Fact Sheet



After evaluating public comments, public agency input and traffic study results, the I-215 and 5400 South Mobility Study team has developed a Purpose and Need Statement. This statement describes the need for transportation improvements in the study area and explains why the team should examine potential improvements to address the need. The study team includes the Utah Department of Transportation (UDOT), the Federal Highway Administration (FHWA) and the City of Taylorsville.

#### **PURPOSE AND NEED SUMMARY**

The I-215 and 5400 South Mobility Study began because previous studies found a need for improvements in the study area and the Wasatch Front Regional Council recommended an interchange at I-215 and 5400 South. After reviewing traffic study results and public comments the team confirmed that the transportation problem is congestion around the I-215 interchanges at 4700 South and Redwood Road.

**I-215 and 5400 South Mobility Study Purpose and Need Fact Sheet**

**STUDY PROCESS**

If federal funding is available and before UDOT begins work on a construction project, the agency completes a study in compliance with the National Environmental Policy Act (NEPA). The study team will produce an Environmental Impact Statement (EIS) that helps UDOT balance engineering and transportation needs with social, economic and natural environmental factors.

**PHASE 1**



**PHASE 2 (IF INITIATED)**



**STUDY BACKGROUND**

In 2008, the Wasatch Front Regional Council's (WFRC) Regional Transportation Plan (RTP) recommended an interchange at I-215 and 5400 South and the Salt Lake County East-West Study identified a need for general east-west and north-south improvements in the study area. These two actions spurred the passing of House Bill 185 in the 2009 Utah State Legislative Session, which funded the I-215 and 5400 South Mobility Study.



I-215 and 5400 South Mobility Study Purpose and Need Fact Sheet

**STUDY AREA**

The study area entails approximately three square miles centered around the crossing of I-215 and 5400 South in the City of Taylorsville. Its boundaries are Redwood Road, 3200 West, 4700 South and 6200 South. The area contains dense residential areas and business and commercial zones that generate substantial local traffic.



Source: Utah Department of Transportation 2010



## I-215 and 5400 South Mobility Study Purpose and Need Fact Sheet

### PLANNED PROJECTS IN THE VICINITY OF THE STUDY AREA

A number of major transportation improvement projects are already underway in and just outside the study area, with more planned to begin between 2010 and 2030.

The I-215 and 5400 South Mobility Study will recommend possible transportation improvements designed to complement the projects already planned or in progress and further reduce traffic congestion in the areas surrounding the I-215 interchanges at 4700 South and Redwood Road.



**I-215 and 5400 South Mobility Study Purpose and Need Fact Sheet**

**NEED FOR IMPROVEMENTS**

The study team found that population and employment growth as well as limited capacity to access I-215 has led to growing transportation problems in the study area and that most of the congestion in the study area surrounds the I-215 interchanges at 4700 South and Redwood Road. Projections suggest that, unless something is done beyond the already approved upgrades (see Planned Projects map), the study area will become increasingly congested and continue to decline in effectiveness and operational performance.

According to the Governor's Office of Planning and Budget, the population of Salt Lake County has increased by 42 percent from 1980-2010 and is projected to increase another 35 percent by the year 2040. It is also projected that much of this steady growth will take place in the southwestern part of the valley, where the most undeveloped land is located. This will fuel substantial employment growth in the study area.

Both population and employment growth has contributed to an increase in the number of miles traveled in the study area. Traffic modeling projects that the number of miles traveled daily will increase by 40 percent from 2005 to 2040. The modeling also shows substantial increases in traffic that uses the 4700 South and Redwood Road interchanges to access I-215 and enter the valley's freeway network.

**PURPOSE OF IMPROVEMENTS**

The purpose of improvements would be to increase the capacity to access I-215 in the study area. To do this, the study team found that any improvements in the study area would need to reduce congestion on 4700 South and Redwood Road around the I-215 interchanges. Growing traffic volumes on 4700 South and Redwood Road has led to the increasingly poor operational performance of the interchange ramps and surrounding signalized intersections.

**79%** of southbound traffic on Redwood Road, just south of I-215, comes from I-215

**62%** of westbound traffic on 4700 South, just west of I-215, comes from I-215

**66%** of northbound traffic on Redwood Road, just north of I-215, comes from I-215

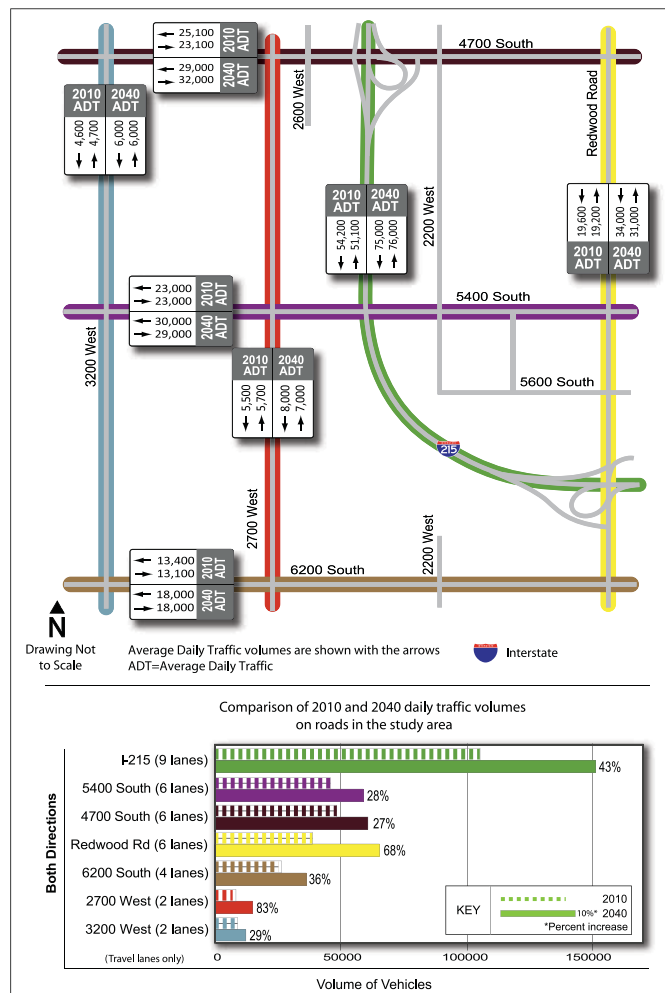
**42%** of eastbound traffic on 4700 South, just east of I-215, comes from I-215



**Increase in Congestion in The Study Area**

**INCREASE IN CONGESTION IN THE STUDY AREA**

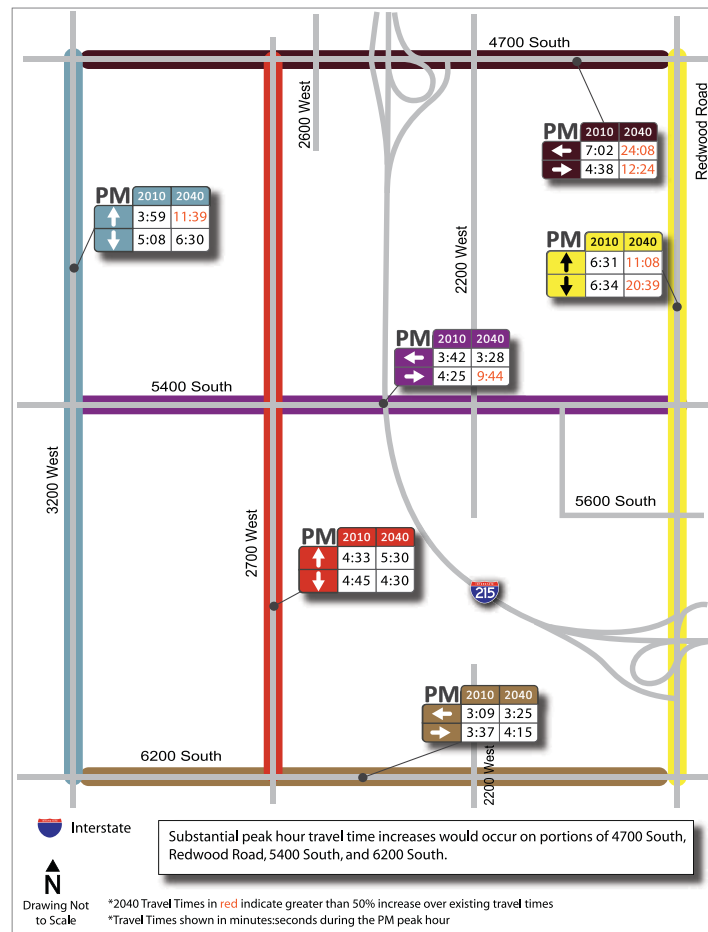
During peak drive times, the majority of traffic in the vicinity of the I-215 interchanges at Redwood Road and 4700 South is entering or exiting I-215. If nothing more is done to accommodate these I-215 travelers, traffic on Redwood Road will jump by 68 percent and traffic on 4700 South will increase by 27 percent by the year 2040. This increased demand will exceed the capacity of the roadways accessing I-215.



Increase in Congestion in The Study Area

EXISTING AND PROJECTED TRAVEL TIMES

Without improvements beyond what is already planned, the hours of vehicle delay in the study area during afternoon drive time will increase by 162 percent.



**I-215 and 5400 South Mobility Study Purpose and Need Fact Sheet**

**PUBLIC INPUT TO THE PURPOSE AND NEED**

Between March and May 2010, the study team solicited feedback from residents, businesses and public agencies to help establish if there is purpose and need for improvements and to ask what improvements should be considered. The team requested feedback through the study website, letters, postcards, an e-newsletter, flyers, posters, a legal notice and a public scoping meeting. The team received 71 comments that helped it better understand traffic problems in the area and produce transportation improvement alternatives.

**RESULTS**

The current and projected population and employment growth in the study area shows a need for transportation improvements beyond what is already planned. If not addressed, these two factors will lead to longer travel times, increased congestion and increased travel delay especially around the I-215 interchanges on 4700 South and Redwood Road.



**E-mail** [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov)

**Hotline** 801-930-0470

**Web** [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)

Figure B3: Comment Form

# I-215 AND 5400 SOUTH MOBILITY STUDY

## COMMENT FORM

Date \_\_\_\_\_

Your comment

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### CONTACT INFORMATION (OPTIONAL)

Name \_\_\_\_\_

Phone \_\_\_\_\_

E-mail \_\_\_\_\_

Would you like to receive updates? [ ☐ ]

Your comments are highly valued. The study team will continue to take comments that will be considered if there is a second phase. There will also be specific opportunities for you to comment if there is a second phase.

### MAIL TO:

I-215 and 5400 South Mobility Study  
1706 Major Street, Salt Lake City, UT 84115

### OTHER WAYS TO COMMENT:

Phone: 801 930 0470

E-mail: [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov)

Website: [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)

UTAH DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CITY OF TAYLORSVILLE



Figure B4: Contact Card



## Appendix C: TIE Committee Materials

Figure C1: June 2010 TIE Meeting Invitation

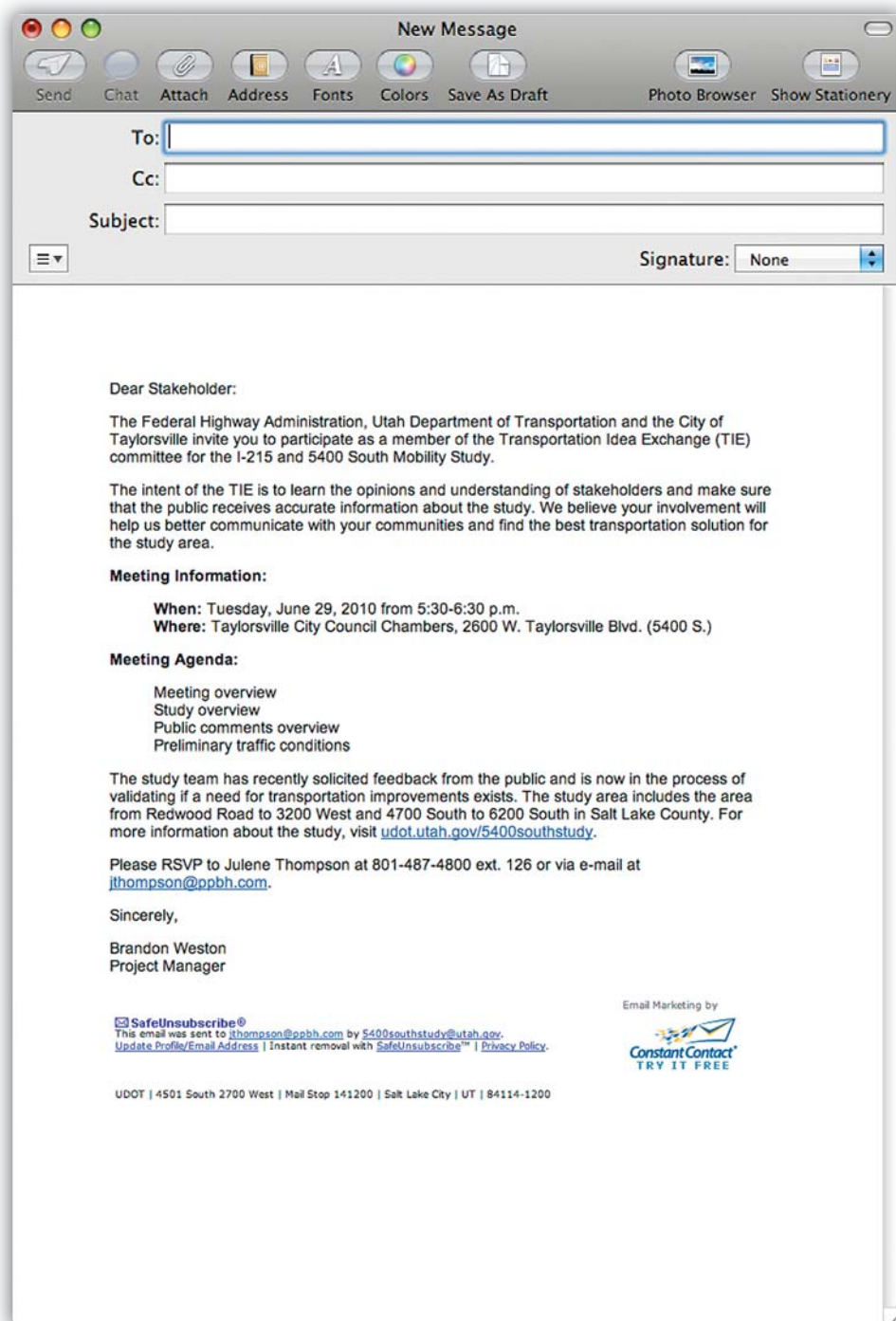



Figure C2: June 2010 TIE Meeting Agenda & Notes

	<p>UTAH DEPARTMENT OF TRANSPORTATION   FEDERAL HIGHWAY ADMINISTRATION   CITY OF TAYLORSVILLE  E-mail: 5400southstudy@utah.gov   Hotline: 801-930-0470   Web: udot.utah.gov/5400southstudy  2010 South 2760 West Salt Lake City, UT 84104</p>
<p align="center"><b>Transportation Idea Exchange Meeting Agenda</b> June 29, 2010</p>	
<p>1. Welcome, Brandon Weston</p>	<p>5 min</p>
<p>2. TIE Overview, Ted Knowlton</p>	<p>5 min</p>
<p>3. Study Overview, Jack Allen</p>	<p>10 min</p>
<p>4. Scoping Overview, Tiffany Carlson</p>	<p>10 min</p>
<p>5. Preliminary Traffic Conditions, David Thompson</p>	<p>15 min</p>
<p>6. Wrap-up, Ted Knowlton</p>	<p>10 min</p>



UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE  
E-mail: 5400southstudy@utah.gov | Hotline: 801-930-0470 | Web: udot.utah.gov/5400southstudy  
2010 South 2760 West Salt Lake City, UT 84104

### Transportation Idea Exchange Meeting Minutes June 29, 2010

#### 1. Attendees: 28

- Sen. Michael Waddoups, Utah State Senator
- Rep. James Dunnigan, Utah State House of Representatives
- Jon Hansen, Project Manager, Salt Lake Community College
- Dave Despain, Harvey Heights resident
- Jerry Rechtenbach, Council Member, City of Taylorsville
- John Taylor, City Engineer, City of Taylorsville
- John Inch Morgan, City Administrator, City of Taylorsville
- Ed Woolford, Federal Highway Administration
- Tracy Atkin, Planning and Boundaries, Granite School District
- Ned Hacker, Wasatch Front Regional Council
- Muhammad Farhan, Transportation Engineer, Wasatch Front Regional Council
- Jon Hansen, Project Manager, Salt Lake Community College
- Brandon Weston, Interim Project Manager, UDOT
- Mason Palmer, Landscape Architect, UDOT
- Jerry Chaney, Environmental Engineer, UDOT
- John Taylor, Engineer, Taylorsville City
- Ted Knowlton, Facilitator, The Planning Center
- Andrew Gemperline, Project Manager, Jacobs Team
- Jack Allen, Environmental Lead, Jacobs Team
- Patrizia Gonella, Transportation Engineer, Jacobs Team
- Charles Konopa, Engineer, Jacobs Team
- Newel Jensen, Engineer, Jacobs Team
- Jennifer Bassett-Hales, Environmental Planner, Jacobs Team
- Tiffany Carlson, Environmental Planner, Jacobs Team
- David Thompson, Transportation Engineer, Jacobs Team
- Mike Brown, Transportation Engineer, Metro Analytics
- Wendy Hansen, Public Involvement, Jacobs Team
- Julene Thompson, Public Involvement, Jacobs Team

- |                               |        |
|-------------------------------|--------|
| 1. Welcome, Brandon Weston    | 5 min  |
| 2. TIE Overview, Ted Knowlton | 5 min  |
| 3. Study Overview, Jack Allen | 10 min |



**4. Scoping Overview, Tiffany Carlson** **10 min**

**5. Preliminary Traffic Conditions, David Thompson** **15 min**

**6. Wrap-up, Ted Knowlton** **10 min**

**TIE Committee Input:**

- We need to understand the relationship and timing with other projects e.g. 6200 South and Redwood Road.
- When did we measure the traffic conditions talked about today?
- We need to look at safety issues.
- We need to look at the impacts to schools like Calvin Smith Elementary and Bennion Junior High when school is in session.

**Dave Despain, Harvey Heights resident**

- If we did this study first maybe we would have found that we don't need the We Go! improvement that are under construction now. We may have found that we need bigger solutions and that the We Go! improvements are just band-aids that don't meet our future needs. We're growing too fast.
- We need to ensure that emergency vehicles have access. What if there is an emergency and there is no access?
- Property values will plummet if we build an interchange.

**Jon Hansen, Project Manager, Salt Lake Community College**

- SLCC students will impact and be impacted by improvements. Enrollment has gone up 35 percent.

**Sen. Michael Waddoups, Utah State Senator**

- How do we keep traffic moving with all of the pedestrian movement? We may want to look at pedestrian overpasses.
- The vacant property in northwest quadrant of 5400 South and I-215 is zoned commercial.
- The community thinks that the interchange will happen. Flex lanes were a done deal before residents really knew about them. We need to convince people that an interchange at I-215 and 5400 South is not a done deal.

**John Taylor, City Engineer, City of Taylorsville**

- We still need to maintain residential access. There are driveways along 5400 South. Harvey Heights only has one access.
- We need to maintain good bike and pedestrian access as well.

**Rep. James Dunnigan, Utah State House of Representatives**

- We need to make sure that the results of this study will facilitate a better quality of life and a more livable community for Taylorsville residents. Consider noise, views and aesthetics.

Jerry Rechtenbach, Council Member, City of Taylorsville

- We didn't know about CFI's and Flex Lanes until it was too late in the process.

Ned Hacker, Wasatch Front Regional Council

- We are looking as far into the future as 2040. We hold open houses with the different counties and we will adopt a new plan in May 2011.

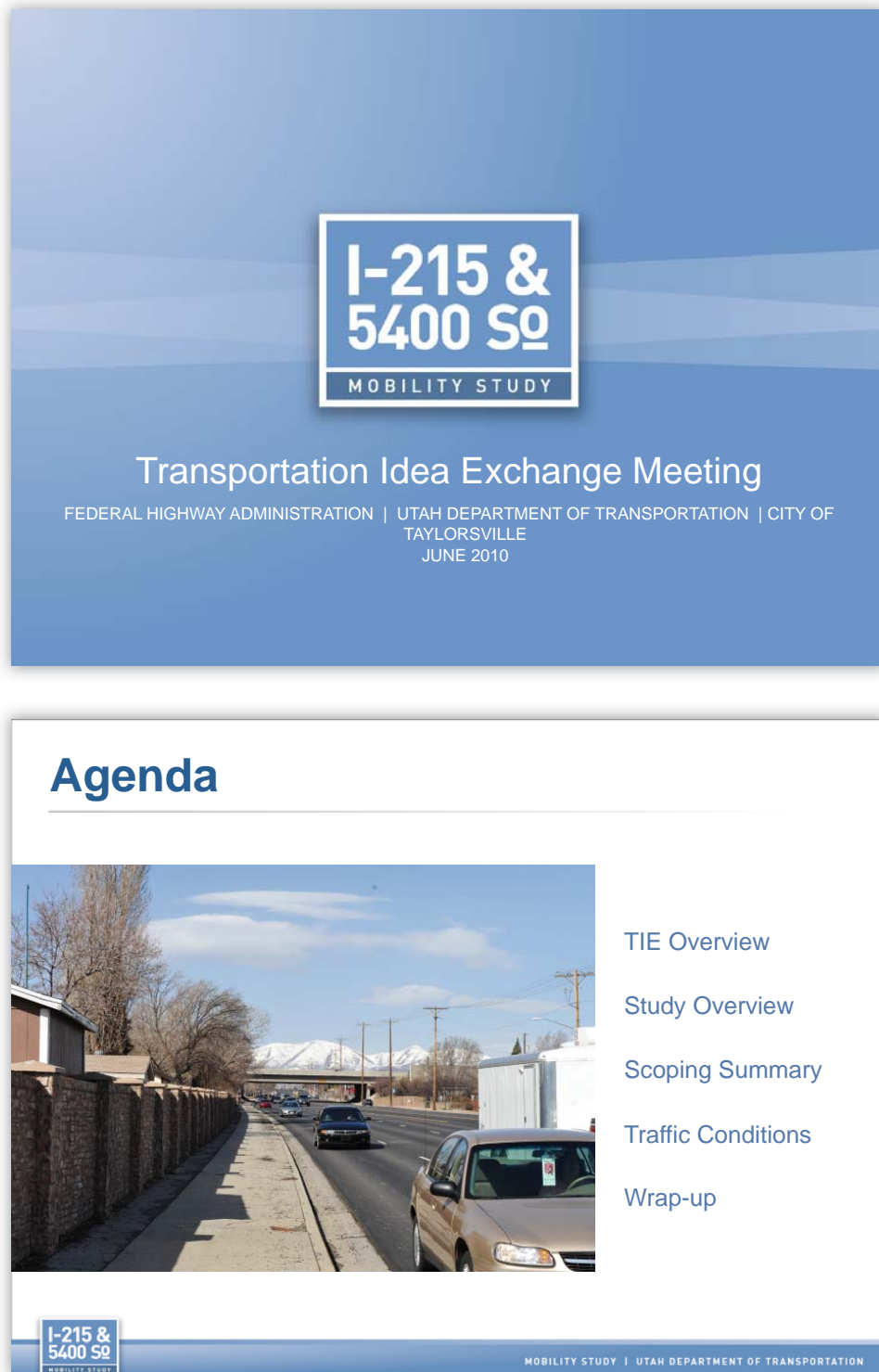
Brandon Weston, Interim Project Manager, UDOT

- The federal NEPA process is different from state projects in Taylorsville. The I-215 and 5400 South study has to follow the NEPA process. The We Go! projects are state projects.
- If we find that there isn't a need for improvements within our study area, we will close the study and let everyone know.

Andrew Gemperline, Project Manager, Jacobs Team

- It can be frustrating to people when there is a lull in the process or if we don't get funding or if we don't find a need for improvements.

Figure C3: June 2010 TIE Meeting Presentation



## TIE Overview

Purpose of the TIE

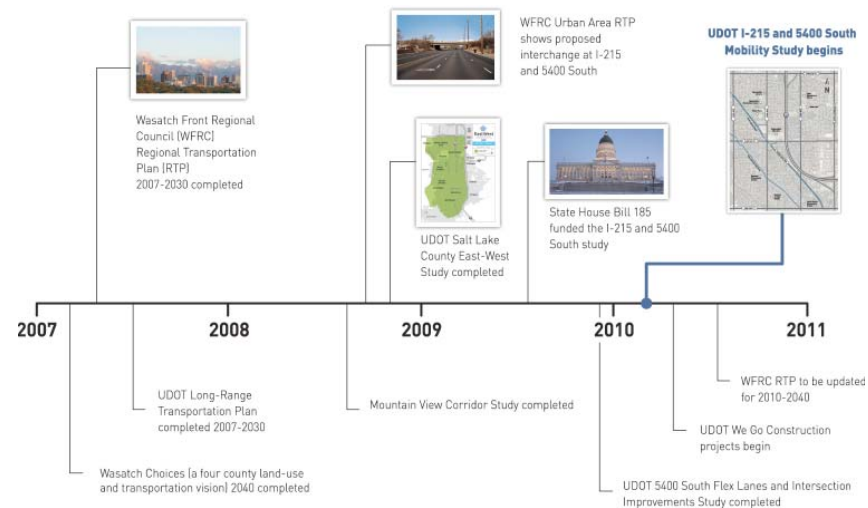
Ground Rules

Responsibilities

Time Commitment



## Study History



## Study Area



## Environmental Study Process

## NOTICE OF INTENT & SCOPING PROCESS

## - We Are Here

DRAFT EIS

PUBLIC COMMENT

**FINAL EIS**

## RECORD OF DECISION (ROD)

## AGENCY ACTION



## Environmental Study Process

### PHASE 1



### PHASE 2 (IF NEEDED)



## Environmental Considerations



Traffic Conditions



Transit Options



Safety



Regional Travel



Economic &  
Population Growth



Existing Structures



Pedestrian / Bike Access



Natural Environment



Residential Impacts

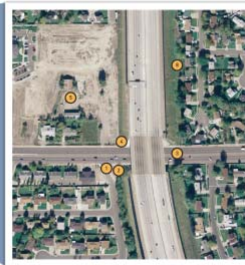


## Identified Conditions



### EXAMPLES OF ISSUES ALREADY IDENTIFIED

- 1 Only access to more than 60 homes
- 2 City of Taylorville public art
- 3 Numerous underground and overhead utilities
- 4 Large utility bank including electronic sign connections
- 5 Potential public park or health care center
- 6 Proximity of I-215 at 5400 South to 4700 South interchange
- 7 Proximity of I-215 at 5400 South to Redwood Road interchange
- 8 Irrigation canal



## Scoping

**Scoping Period:** April 7 – May 7 | 69 Comments Received

**Scoping Meeting:** April 20 at Vista Elementary | 92 Attendees



## Scoping Comments



Perception that a decision to build an interchange has already been made

Interchange could create more problems

## Interchange overdue

## Why more improvements?

Why not build improvements in another area?

## Understanding Traffic Conditions



## PROCESS

## Identify Future Conditions

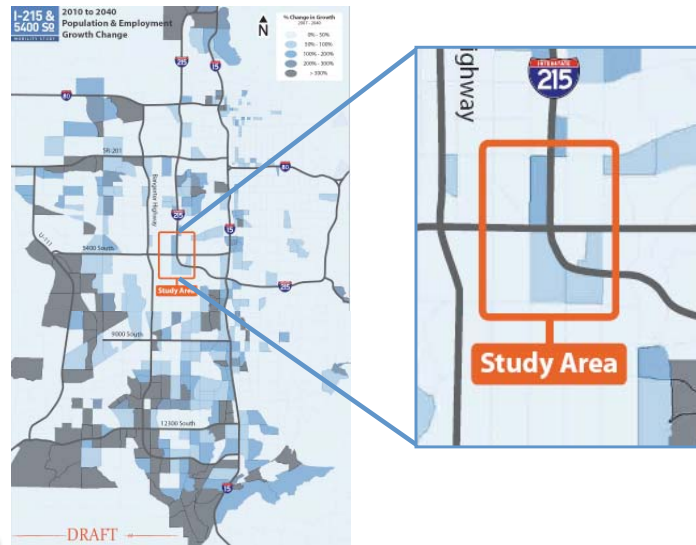
## Compare Existing Conditions

## Identify Problems

## Is There a Need?



## 2010 to 2040 Growth

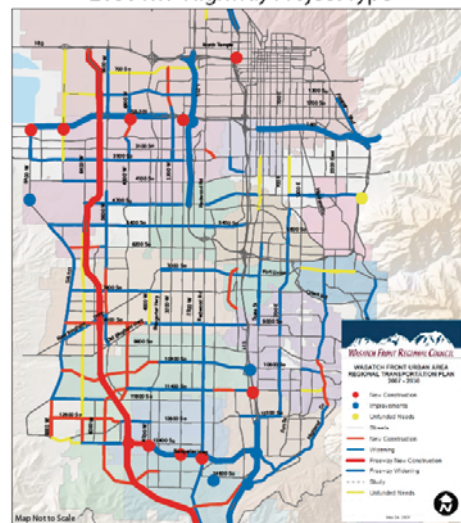


I-215 &  
5400 S

MOBILITY STUDY | UTAH DEPARTMENT OF TRANSPORTATION

## WFRC Regional Transportation Plan

2030 RTP Highway Project Type

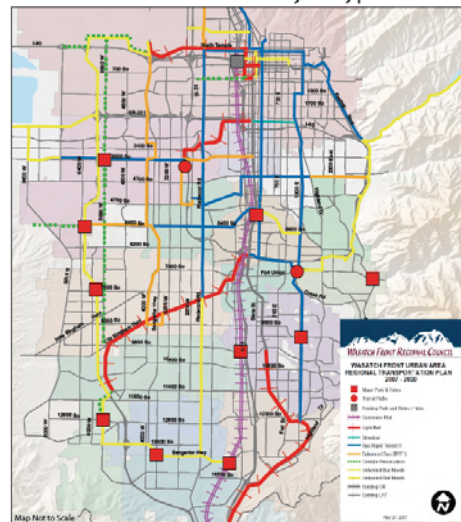


I-215 &  
5400 S

MOBILITY STUDY | UTAH DEPARTMENT OF TRANSPORTATION

## WFRC Regional Transportation Plan

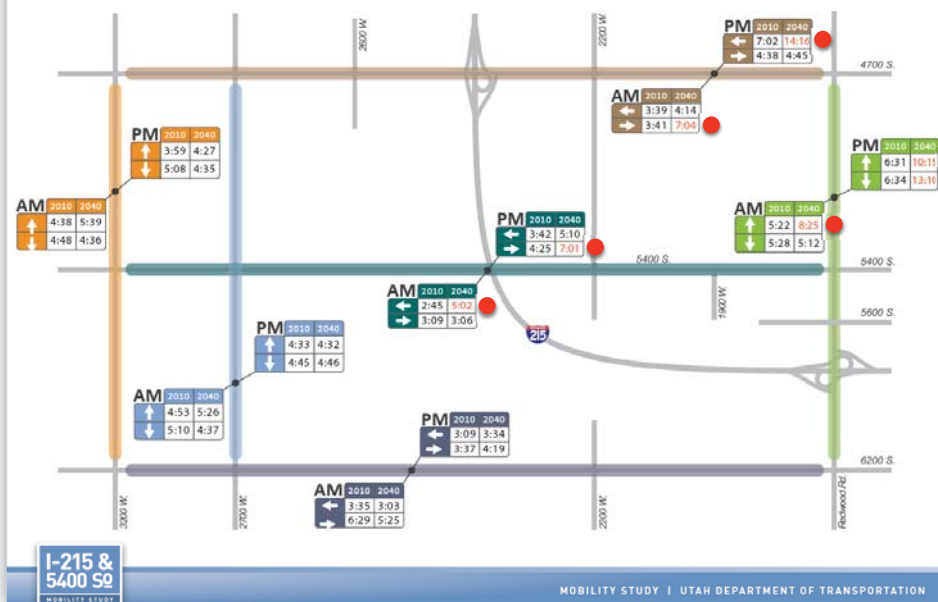
2030 RTP Transit Project Type



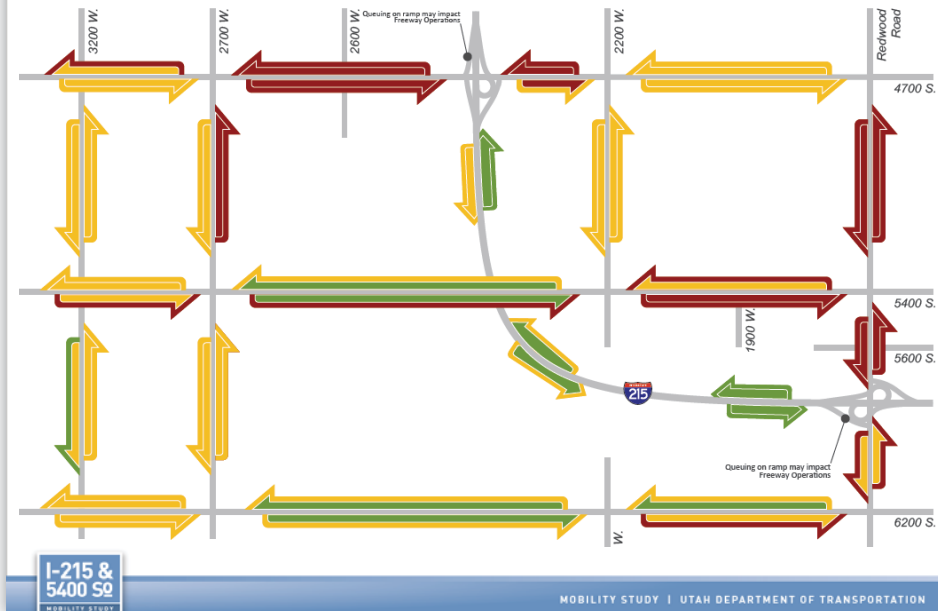
## Proposed & Current Improvements



## AM & PM Peak Hour Travel Times



## PM Peak Hour Traffic Conditions



## Environmental Study Process

### PHASE 1



### PHASE 2 (IF NEEDED)



## More Information

The screenshot shows the website for the I-215 & 5400 S Mobility Study. It includes a navigation bar with links for Home, Study Process, FAQs, and Public Input. The main content area features a large image of a building, a welcome message, and sections for 'Welcome to the I-215 and 5400 South Mobility Study', 'Purpose of the Study', 'Study Area Location', and 'Nearby Projects'. A sidebar on the left contains contact information and a map of the study area.

**Website:** [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)

Scoping Report, July 7  
Presentation, Tomorrow  
Study Process


**Phone:** 801-930-0470

**Email:** [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov)

Figure C4: October 2010 TIE Meeting Invitation



Figure C5: October 2010 TIE Meeting Agenda & Notes

	<p>UTAH DEPARTMENT OF TRANSPORTATION   FEDERAL HIGHWAY ADMINISTRATION   CITY OF TAYLORSVILLE E-mail: 5400southstudy@utah.gov   Hotline: 801-930-0470   Web: udot.utah.gov/5400southstudy 2010 South 2760 West Salt Lake City, UT 84106</p>
<p><b>Transportation Idea Exchange Meeting Agenda</b> October 18, 2010</p>	
<p>1. Welcome, Becky Stromness</p>	<p>5 min</p>
<p>2. Meeting Overview, Ted Knowlton</p>	<p>5 min</p>
<p>3. Where We Are, Ted Knowlton</p>	<p>5 min</p>
<p>4. Preliminary Alternatives Overview, Andrew Gemperline</p>	<p>30 min</p>
<p>5. Next Steps, Ted Knowlton</p>	<p>15 min</p>



UTAH DEPARTMENT OF TRANSPORTATION | FEDERAL HIGHWAY ADMINISTRATION | CITY OF TAYLORSVILLE  
E-mail: 5400southstudy@utah.gov | Hotline: 801-930-0470 | Web: udot.utah.gov/5400southstudy  
2010 South 2760 West Salt Lake City, UT 84106

### **Transportation Idea Exchange Meeting Minutes October 18, 2010**

The I-215 and 5400 South Mobility Study Transportation Idea Exchange (TIE) meeting was held at 5:30 p.m. at the City of Taylorsville Council Chambers, 2600 W. Taylorsville Boulevard, Taylorsville, Utah. The meeting was facilitated by Ted Knowlton of The Planning Center.

#### **Present:**

**TIE Committee** – Alan Anderson, ChamberWest; David Despain, Harvey Heights; Rep. James Dunnigan; Rep. Wayne Harper; Chad Mullin, SLC Bike Initiative

**Study Partners** – Keith Snarr, Taylorsville City; Bryan Dillon, FHWA; Rebecka (Becky) Stromness, UDOT (Project Manager)

**Study Team Consultant Staff** – Jack Allen, Jacobs; Dave Bezzant, Avenue Consultants; Tiffany Carlson, Jacobs; Andrew Gemperline, Jacobs (Project Manager); Wendy Hansen, PPBH; Newell Jensen, Jacobs; Ted Knowlton, The Planning Center; David Thompson, Avenue Consultants; Julene Thompson, PPBH

#### **1. Welcome, Becky Stromness**

Ms. Stromness introduced herself as the new UDOT project manager for the study, thanked the committee for their involvement and explained the difference between this study and other UDOT projects in the area.

#### **2. Meeting Overview, Ted Knowlton**

Mr. Knowlton facilitated introductions with the group and reviewed the meeting agenda.

#### **3. Where We Are, Ted Knowlton**

Mr. Knowlton explained the current status of the study process (which is at the end of Phase 1) and how the study team has used public input to date.

#### **4. Preliminary Alternatives Overview, Andrew Gemperline**

Mr. Gemperline informed the committee of the Purpose and Need found for the study, described the screening process for preliminary alternatives and walked the TIE through a no-build and six preliminary improvement alternatives.



## 5. Next Steps, Andrew Gemperline, Becky Stromness and Ted Knowlton

Mr. Gemperline described the final products of Phase 1 of the study: a draft Purpose and Need, preliminary screening down to a no-build alternative and six improvement alternatives. UDOT will refer to its planning cycle to determine how or whether to continue the study.

Ms. Stromness explained that the study could be in a holding pattern for several months due to lack of funding to continue.

Mr. Knowlton informed the TIE committee of an upcoming public open house to share the Purpose and Need and alternatives with the public. He also facilitated further discussion of the agenda items. Mr. Gemperline responded to most discussion questions about alternatives with some support from the study team consultant staff. TIE Committee members responded to the study team's questions about the public open house.

### Discussion Summary

Topic	Question/Comment	Response
Alternative 8-3, Frontage Road System	How many homes would this impact?	The alternative would impact homes but we won't know how many until the study proceeds to further detailed analysis.
Alternative 8-3, Frontage Road System	What would this alternative do to east-west traffic flow (especially where access to businesses is concerned)?	East-west traffic flow in the study area is currently bogged down by limited access to I-215. The alternatives presented would help east-west traffic flow, especially along 4700 South.
Alternative 8-3, Frontage Road System	How does this alternative work with current UDOT projects in the area (i.e. WeGo – 5400 South Flex Lanes, CFIs, etc.)?	The study takes into account traffic projections for 2040 which include fully completed an operational WeGo projects.
Alternative 8-3, Frontage Road System	Frontage roads would require right-of-way impacts and a constant flow of traffic behind homes, correct?	Yes. At this stage of the study, we don't have details on the degree of impact. We're looking to solve the transportation problems with the least amount of impact.
Alternative 8-3, Frontage Road System	Are the frontage roads planned along I-215 near the Valley Fair Mall similar to this alternative?	Yes.
Alternative 8-3, Frontage Road System	How does traffic on 5400 South with a frontage road system	With alternatives like the frontage road, the traffic



	compare to traffic with a new interchange?	congestion you normally see around interchanges is diffused.
Alternative 9-1, Frontage Roads from 4700 South to 5400 South	Would this require a signal at 5400 South?	We would be able to provide that detail at a later stage of the study.
Alternative 9-1, Frontage Roads from 4700 South to 5400 South	At this point in time, can you describe the frontage roads in any further detail?	No, but these examples from other states give a general idea of what frontage roads would look like [showed photos of rural and urban frontage road systems].
Alternative 9-1, Frontage Roads from 4700 South to 5400 South	How would the freeway on-ramp slope from at-grade to the freeway? Would it create a giant wall behind homes? We're having a hard time picturing the right-of-way requirements. It could potentially leave only 10 feet or so in backyards.	The frontage road system is at grade except at freeway on- and off-ramps. All options are still open. How the ramps are designed may depend on the right-of-way impacts.
Alternative 9-1, Frontage Roads from 4700 South to 5400 South	Do you see bikes or pedestrians on the frontage roads?	We're not at that level of detail yet; we're first looking at moving vehicle traffic on and off the freeway.
Alternative 9-2, Extend I-215 Off-Ramps	There are big investments being made into east-west projects. Would the introduction of signalized intersections ruin that investment, or bog down Flex Lanes?	The study takes into account the Long Range Transportation Plan, so current and planned projects have been considered. We'll look at detailed operations in the next phase of study. We'll refine the set of alternatives and then compare operations and impacts. At that time we could refine the alternatives to ensure they coordinate with the current and planned projects.
Alternative 9-2, Extend I-215 Off-Ramps	Is a SPUI among the alternatives? What if the 4700 South and Redwood Road interchanges were optimized by an innovative design?	An interchange as a stand-alone alternative does not meet the Purpose and Need for improvements in this area. The intent of the study is better access to I-215. We did look at optimized interchanges in

		the alternatives screening process. In some cases it made things worse. In other cases they did not apply to the Purpose and Need of this study.
Public Open House	What should we know about the public tenor before the public meeting?	Some people won't attend because they don't think they have a voice.
Public Open House	What can we do to change the point of view that their opinions don't matter?	People don't know what they don't know. Door-to-door canvassing has been effective in my neighborhood. That individual touch is good. It seems like when UDOT really wants you to know something, they make sure to let you know.
Public Open House	We anticipate more personal outreach in Phase 2. We'll have a more compelling story at that point and will find ways to help the public know they should be involved.	

The TIE meeting was adjourned at 7 p.m. by Ted Knowlton. TIE meetings will resume if and when Phase 2 of the study begins.

Minutes submitted by: Wendy Hansen, PPBH

Figure C6: October 2010 TIE Meeting Presentation



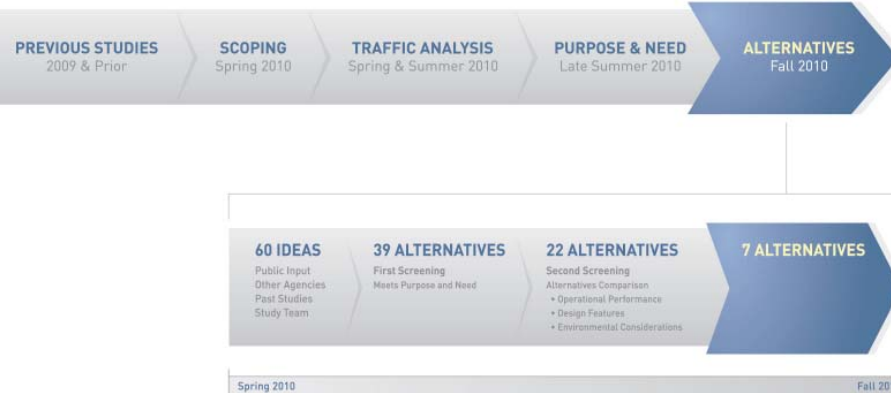
## Agenda



- Meeting Overview
- Where We Are
- Purpose and Need
- Alternatives
- Next Steps

## Where We Are

### PHASE 1



## How We Use Public Input



### Received 71 Scoping Comments

- Transportation concerns and issues
- Suggestions for solutions
- How you might be affected by solutions

### Helped us develop 60 improvement ideas

We will continue to take comments for consideration if the study process continues

There will be specific opportunities to comment if the study process continues

## Purpose and Need



The purpose of transportation improvements is to increase the capacity to access I-215 in the study area and, specifically, to reduce congestion on 4700 South and Redwood Road around the I-215 interchanges.

## Alternatives Screening



Spring 2010

Fall 2010

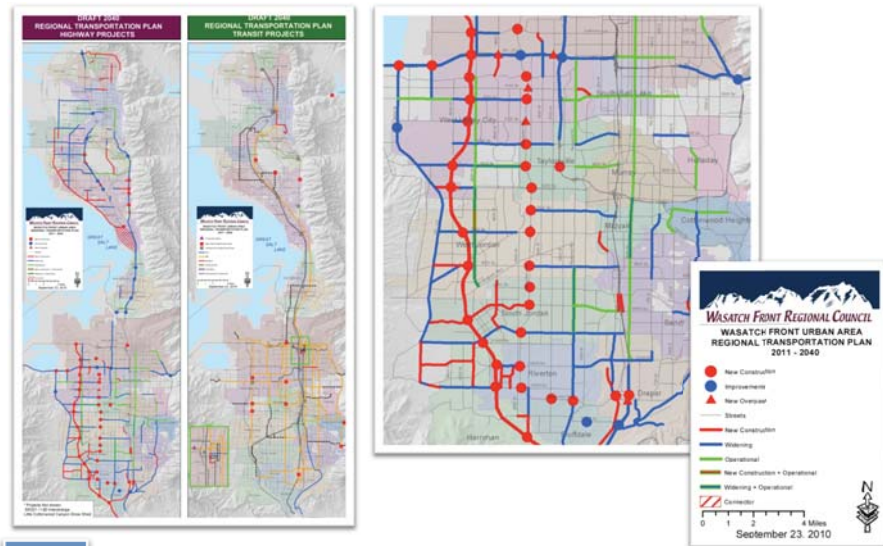
## Alternative 1



### No Build

- Do not build any improvements beyond the current construction projects and the highway and transit improvements already included in the Wasatch Front Regional Council's 2040 Regional Transportation Plan.

## WFRC Regional Transportation Plan



## Alternative 4



## Widening & Intersection Improvements

- ▶ Widen 4700 South from Bangarter Highway to Redwood Road by adding a through lane in each direction.
- ▶ Improve signalized intersections on 4700 South from 2700 West to 2200 West.
- ▶ Widen Redwood Road from 4700 South to 6200 South by adding a through lane in each direction.
- ▶ Improve signalized intersections on Redwood Road from 6200 South to 5600 South.



## Alternative 7-3



## New Interchange & Intersection Improvements

- ▶ Build a new interchange at 5400 South and I-215.
- ▶ Improve signalized intersections on 4700 South from 2700 West to 2200 West.
- ▶ Improve signalized intersections on Redwood Road from 5600 South to 6200 South.





## Alternative 8-3



### Frontage Road From 4100 South to Redwood Road

- Build a one-way, ground-level frontage road along each side of I-215 from 4100 South to Redwood Road.
- Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.

## Frontage Road Examples





## Alternative 8-4



### Frontage Road From 4700 South to Redwood Road

- ▶ Build a one-way, ground-level frontage road along each side of I-215 between 4700 South and Redwood Road.
- ▶ Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.

## Alternative 9-1



### Frontage Road From 4700 South to 5400 South

- ▶ Build a one-way, ground-level frontage road along each side of I-215 between 4700 South to 5400 South.
- ▶ Construct additional streets to provide direct access to the frontage road from various locations along 2700 West and 2200 West.

## Alternative 9-2

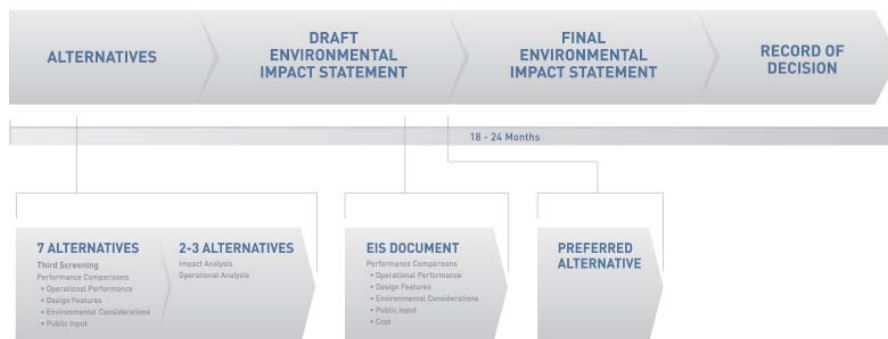


### Extend I-215 Off-Ramps

- Extend existing I-215 off-ramps at 4700 South and Redwood Road to provide additional access to local streets from the ramps.
- For example, from the 4700 South southbound I-215 off ramp, access would be available to 2700 West prior to reaching 4700 South.

## Next Steps

### PHASE 2 (IF INITIATED)



## Public Open House



Tomorrow

Vista Elementary School  
(4925 South 2200 West)

5:30 - 7:30 p.m.

## More Information



Website: [udot.utah.gov/5400southstudy](http://udot.utah.gov/5400southstudy)

Phone: 801-930-0470

Email: [5400southstudy@utah.gov](mailto:5400southstudy@utah.gov)

## Appendix D: Online Study Materials

Figure D1: Study Website Home Page

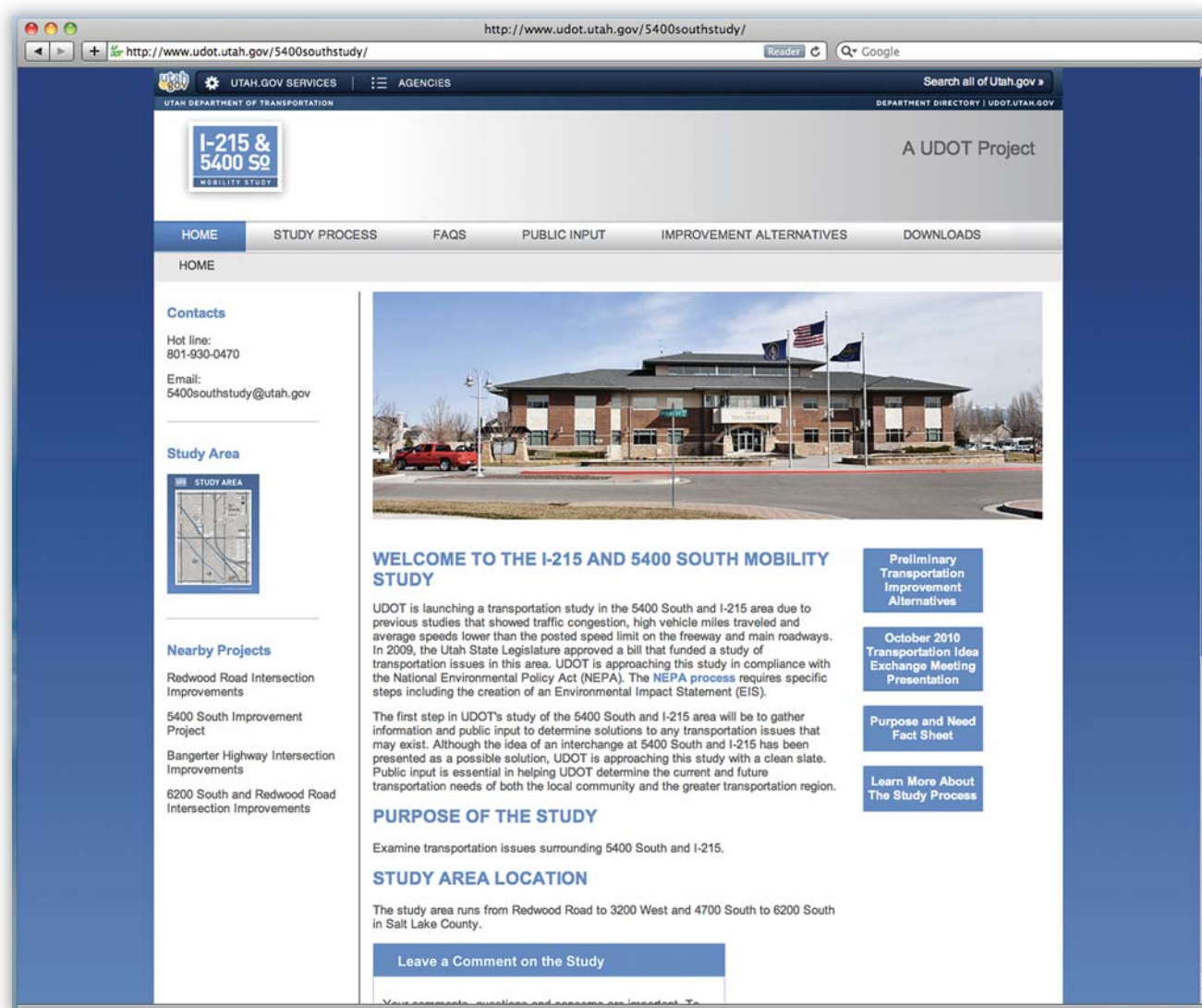
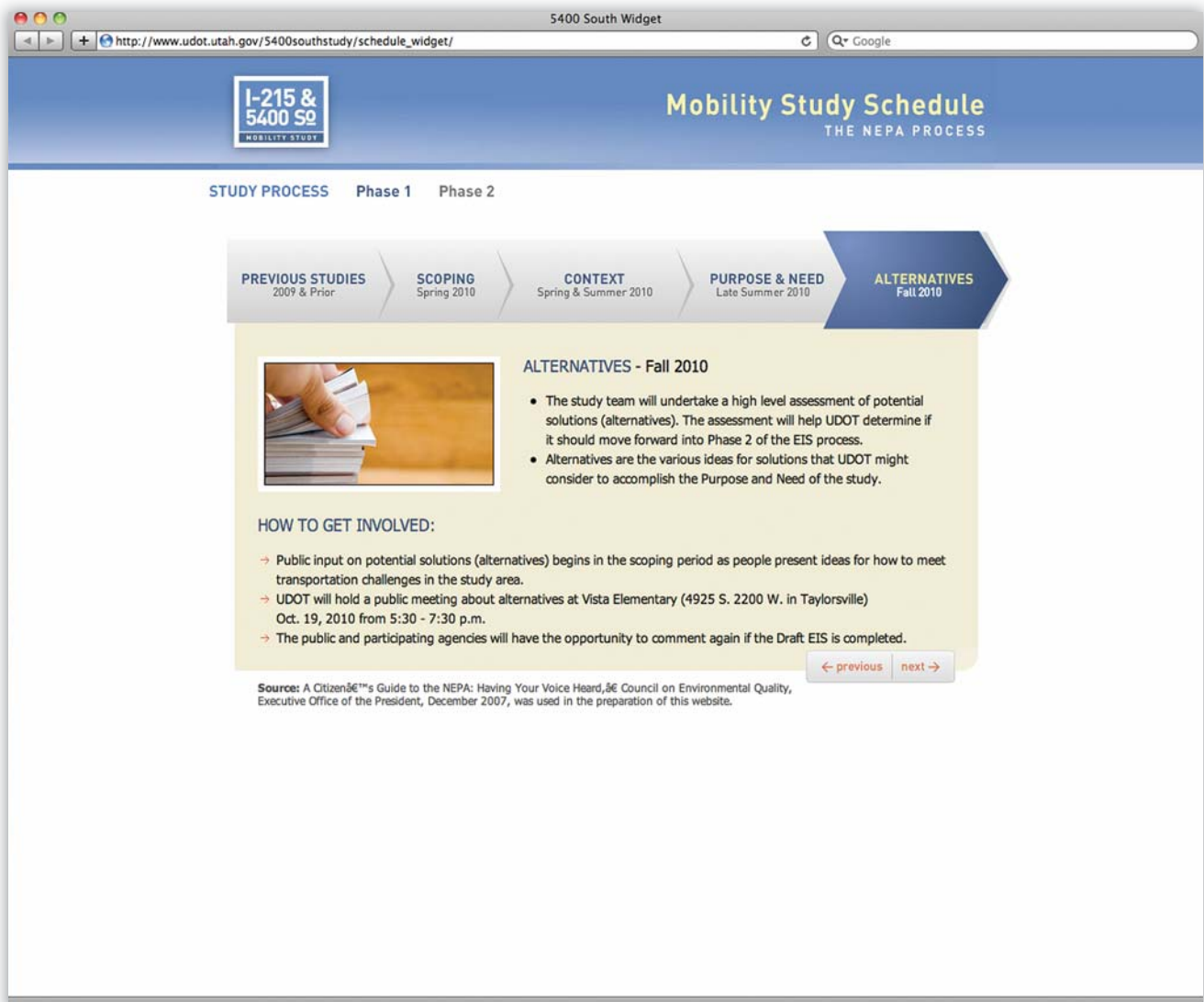


Figure D2: NEPA Process Information Tool



5400 South Widget

# Mobility Study Schedule

THE NEPA PROCESS

STUDY PROCESS

Phase 1

Phase 2

If a Purpose and Need is established, additional funding must be allocated to proceed with Phase 2.

ALTERNATIVES

TBD

DRAFT EIS

TBD

FINAL EIS

TBD

RECORD OF DECISION

TBD

ACTION

TBD

## ALTERNATIVES - TBD

- The study team will ensure that the previous study information is up to date and will analyze any details that need further study before proceeding. The alternatives presented in Phase 1 may be adjusted depending on new information.
- The study team will objectively evaluate all reasonable alternatives and give reasons for eliminating any alternatives from more detailed study.
- A "no action" or "do nothing" alternative is included with other action alternatives through the EIS process.
- The study team may also identify a Preferred Alternative or solution.

← previous

next →

Source: A Citizen's Guide to the NEPA: Having Your Voice Heard, the Council on Environmental Quality, Executive Office of the President, December 2007, was used in the preparation of this website.



Figure D3: Downloads Page

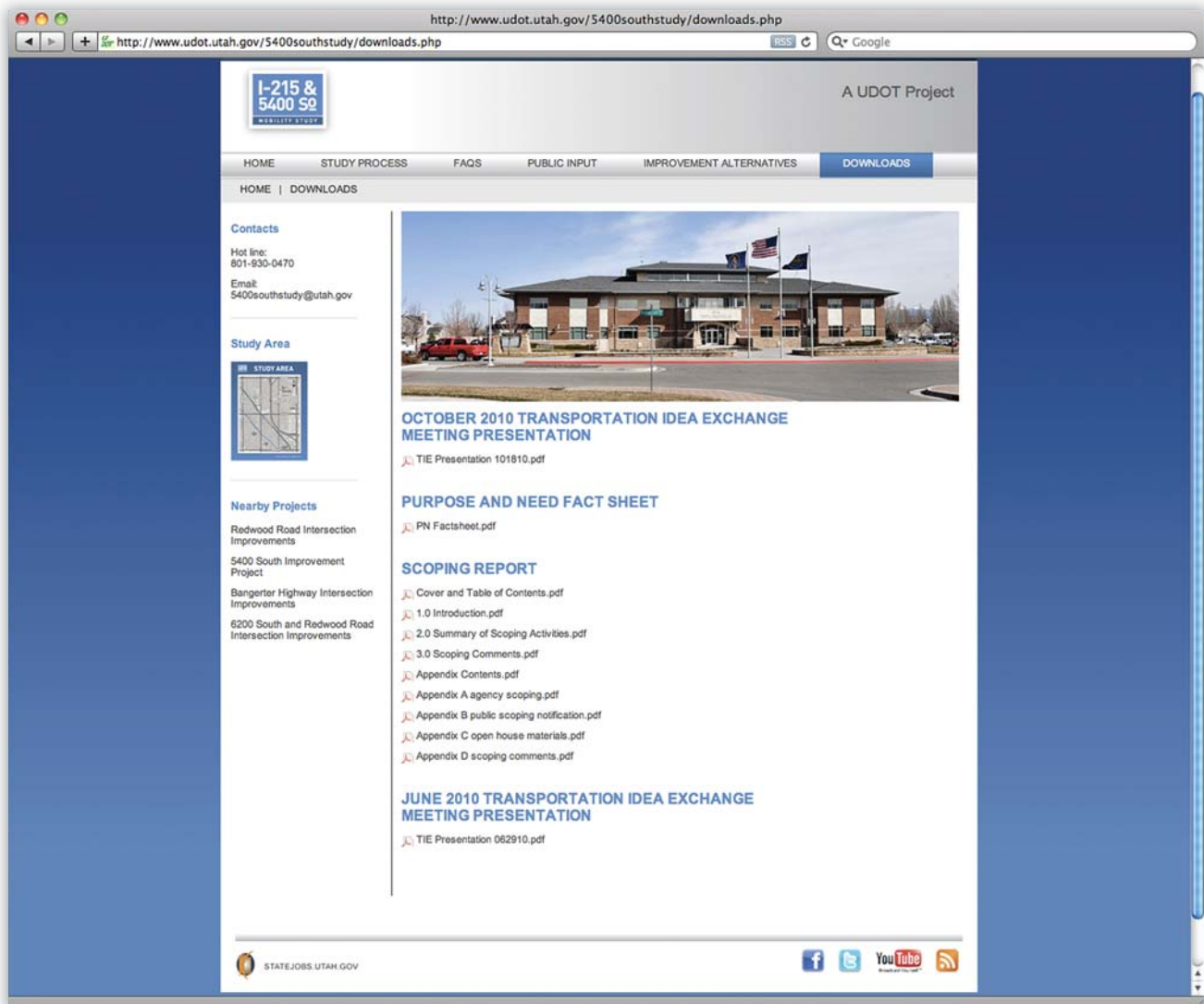
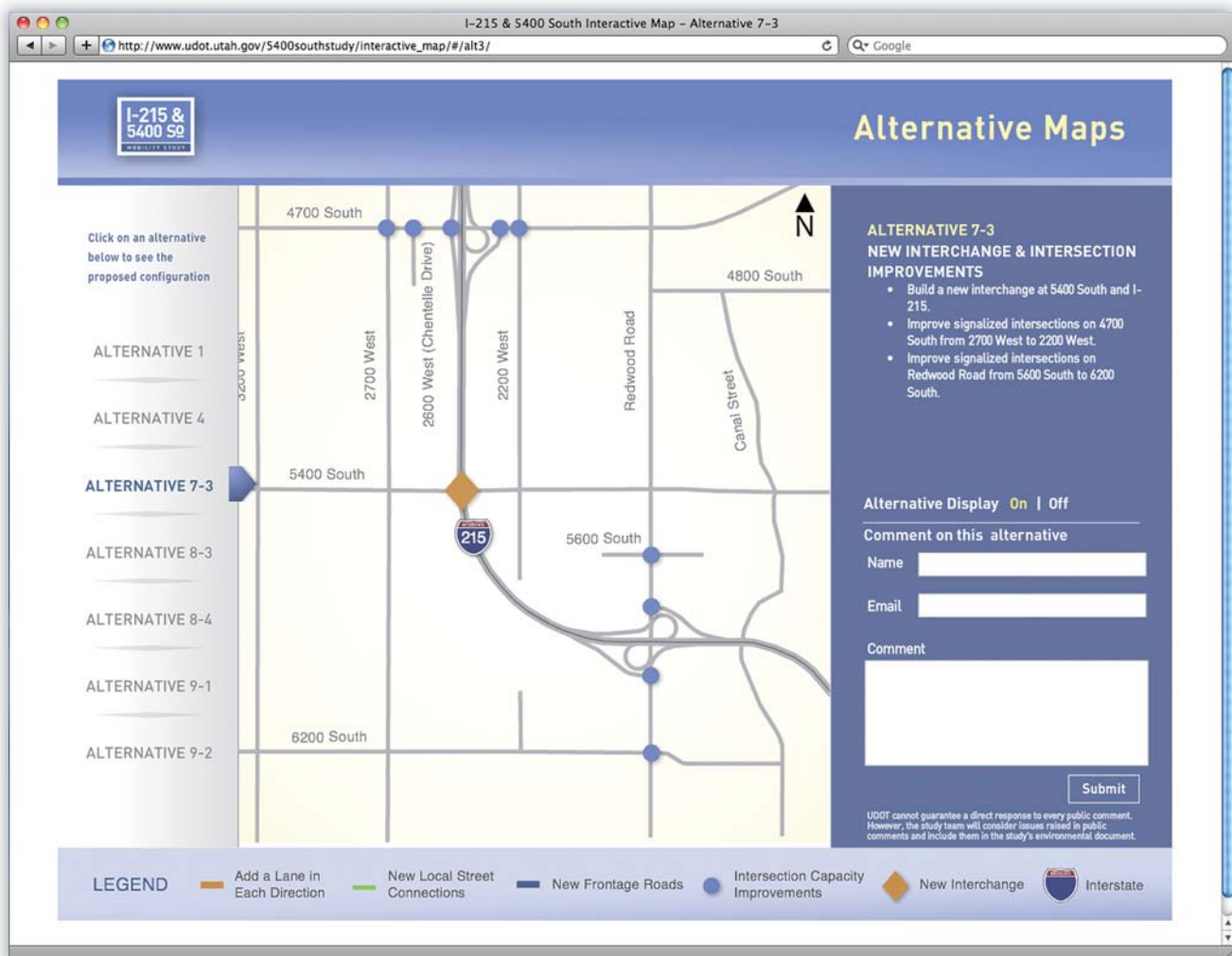


Figure D4: Alternatives Information Tool





## Appendix E: Phase 1 Comments

Number	Date	Type	Comments	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
COMMENTS (MAY 8 TO OCTOBER 17, 2010)																	
C01	12-May	Web Comment Form	Since I live in the area that is being studied. I have been watching this street for many years. It seems insane to plan to dump even more traffic on an already very busy road. I think the quote by poet Robert Frost fits this situation. "Never take down a wall until you understand why it was built."	x				x				x					
C02	12-May	Web Comment Form	I think this is going to be an interesting study. 5400 South is under construction for both a CF at Bangerter, and Flex Lanes from Bangerter to Redwood Road. Traffic patterns will change due to the construction and getting used to the new differences. I travel this area often as I live close to 4000 West and 6200 South. The CF intersection at 6200 S and Redwood Road is also going to change the normal traffic patterns. I am for anything that will improve the access from my home. Another change will be when Mountain View tees at 5400 South. I hope all of these changes will be considered. I work at the TOC.						x			x					
C03	12-May	Email	There are so many great things that will happen as a result of the changes being proposed, but a major problem is not being addressed: The timing of the lights. Let me give you a great example of just how bad the timing of the lights really is: We live on Bonniebrook Drive which is 4900 South & just off of 2200 West. My in-laws live across the street from Valley Park on 2700 South & about 5100 South. I often times say that they live 1/2 mile from us if it wasn't for the freeway, we could walk to their house. Recently, on a Sunday afternoon, it took us 15 minutes to drive to their house because we were caught by every light on the way there. First, the light on 2200 West took about 2 - 3 minutes to turn green so we could turn left (west) onto 4700 South. Then, we were caught at the red light to the east of the I-215 freeway, and immediately caught at the light west of the same freeway. Then, we were stopped at the light for traffic leaving the shopping center parking lot even though there was only 1 car, the light stayed red for us for quite some time. Finally, we get to the light at 2700 West and it stopped us. We had to wait for that one to change as well so we could turn left (south) onto 2700 West. The only light we didn't have to stop at during this single trip is the one at about 4800 South. We have started going by the way of 5400 South which takes us a maximum of 6 minutes to get to my in-laws because it is crazy to spend 15 minutes just to drive 1.5 miles. Here is another example of the lights - I take I-215 to go to work. If the light on 2200 West isn't green, I won't wait up to 3 minutes for the light to change. Then, once it changes, I get stopped at the light east of the freeway, so I am further delayed. Instead of dealing with all of this, I will usually turn right onto 4700 South, make a U-Turn, and still have plenty of time to get through the light and onto the freeway before the light on 2200 West changes to allow people to turn left onto 4700 South. That light is just way too long most especially in the mornings, but for the evening commutes as well. Think about it - why have a light last that long even when traffic is heavy? I have seen many people run the yellow/red light there and I believe it is because they just don't want to get stuck waiting so long. On a different area - why in the world is the light at 5400 South & Redwood so short for people turning left in any direction? This is especially frustrating because they have built such a pretty area for the northbound cars waiting to turn westbound which holds about 20 or so cars. However, only about 8 - 10 cars actually get to turn and that is only IF people are paying attention! I have seen where only 5 cars turned because the people in front weren't paying attention and delayed moving by only about 10-15 seconds. What is the point of lining up so many cars and not allow at least most of them the time to turn? This also creates massive backup on the left lanes while other cars are trying to line up to turn. You should see this intersection during the evening commute hours - it is a nightmare and a very dangerous place to be!	x				x									

Number	Date	Type	Comments	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
C04	7-July	Email	Any interchange from I-215 that puts more traffic on 5400 South is a bad idea. All of the Flex lanes and CFI's in the world and promises about Mountain View Corridor won't fix the resulting traffic problems from such a move unless UDOT finally forks up some real cash for the west side of the valley and converts Bangerter Highway into a grade-separated freeway instead of a useless, overrated highway.					x				x					
C05	7-July	Email	I oppose an interchange with I-215 and 5400 So. You've already made 5400 unbearable for those of us who live in the study area. Please don't make it worse!		x												
C06	7-July	Email	There is already an interchange just south of 5400 off of Redwood Road. I don't think that another one is warranted. The existing interchange work well for both 5400 South & 6200 South. There are couple of lights between 5400 South & the entrances to I-215, but they are necessary & I can't see an interchange right at 5400 to improve this, & will probably make matters worse for businesses & people in that area.	x	x			x	x								
C07	7-July	Email	I don't know how you will think this will make any thing better, for those of us that live along 5400 South on Zions Drive, are wondering if you do plan on doing this and demolishing all the houses on the south side of the road from 2700 west to 1900 west, what are the people that are going through rough times in there life, and can't afford a down payment on a house or even be able to move. when you spouse has been hurt at work you wont qualify or even be able to be funded to buy a new home to relocate what are you going to do about that??? why don't you just quit playing games, and tell the owners of the homes just what the hell your plans are!	x					x								
C08	7-July	Email	The Canal Road and Harvey Heights need a light, especially after the lane restriping are finished		x			x									
C09	7-July	Email	In my opinion making a interchange at I-215 and 5400 S would make east west traffic much worse. The traffic is now backed up west bound as far back as 2700 West to Bangerter Highway now. An interchange would make it that much worse. My feelings over passes need to be constructed at many of the many arteries at Bangerter Highway for the east west traffic.		x			x				x					
C10	7-July	Email	I would like to learn more about the proposed route re 215 and 5400 South. It would shorten my ride to work and (I hope) back home. I am concern about the traffic interruption on 5400 South. Would you please address that issue. By the way, I really do appreciate the improvements (although right now they are not so great) to 54th South at Bangerter and 54th South and Redwood. Thanks for your concern for our traffic problems.		x							x					

Number	Date	Type	Comments	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
C11	8-July	Email	With any change, there will be some negative effects, yes. The negative impact will most acutely felt in the area immediately adjacent to the interchange. These effects can be mitigated somewhat through careful planning. However, I feel strongly that an interchange at the 5400 South - I-215 intersection would be extremely beneficial. Yes, the 4700 South and Redwood Road interchanges are geographically close to the intersection point. However, the distance in TIME TO GET THERE during heavy loads is extremely significant. The left-turn onto 2700 west from 4700 south is extremely bogged down, and to get to the 5400 south-215 point from Redwood Road requires either a very circuitous route (6200 S - 2700 W - 5400 S), a route through many significant lights (through the business district at 5400 S Redwood) or the lesser known, low volume Canal Road. The major effect an interchange would have on the whole area is load-balancing, especially in light of the large amount of work already in place to increase the capacity of 5400 South. An interchange here would substantially affect (for the positive) the 4700 S and Redwood Road exits. It is very important to ensure that the exit here flows well - a SPUI is in my book a must - having two separate lights would be horrible. A simpler alternative would be to have the 5400 South Interchange be an offramp only, since it seems that the afternoon traffic is the most affected. Somewhat outside the scope of this project, but directly relating, is the ability of traffic to move efficiently through Bangerter Highway and on through Kearns. The Bangerter Highway intersection should have a CFI IN BOTH DIRECTIONS (not just one, like they're building), or a full grade-separated interchange. The intersection at 4000 W must also be substantially improved, or the bulk of this work will just be bottlenecked at that point. Please, please build the interchange here, for all of us who live out west!	x			x	x									
C12	8-July	Email	Please don't add more traffic to 5400 South unless you are willing to spend some real money turning 5400 South into the major thoroughfare it is becoming. At the same time, please keep in mind that any further major expansion of 5400 South west of 4000 west will likely destroy the community of Kearns. My vote would be to turn another east-west route (6200 or 4100) into a major highway (like is proposed in the east-west study that the legislature authorized and spent hundreds of thousands of dollars on).	x								x					
C13	8-July	Email	What kind of interchange are you referring? @ bangerter and 5400 south? OVERPASS would be nice. Your CFI's are not going to be the answer in this area. You just as well put in a ROUND-ABOUT, it might be more successful. New Zealand uses them all over with successes, and it moves traffic. Suggestion: make 6200, 5400, 4700, one way streets @ rush hour. This would cause just as much CHOS as one would want. But it would move ALL the traffic with no problem. Thanks for listening.	x													
C14	20-July	Email	How long until you know if you are going to build the on and off ramps on I-215 and 5400 South? I ask because my home is 5444 Capital Reef Dr. which is one of the home affected if you do build the ramps.					x									
C15	7/30/2010	Web Comment Form, Email	I am concerned about accommodations for bicyclists on 5400 S and in the study area. I would like to sit down with someone and learn more about what type of bicycle facilities are planned and how they fit into the other transportation projects planned for the area. I am interested in discussing what accommodations for bicyclists are being considered on the 5400 S project and in the study area. I would like to sit down with someone and review the type of bicycle facilities being considered and how they will fit into the other transportation projects planned for the area. I am available most any time that would be convenient.	x	x												
C16	28-September	Email	How come we can not plea an on ramp to the 215 off the 215? Every on is all wound up about reducing the cluster of traffic in this area then lets get some on ramps installed. That would resolve a lot of problems.	x	x		x										

Number	Date	Type	Comments	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
C17	15-October	Phone	I would just like to know why they are continuing to re-study this when they had made decisions prior that stated that they were not going to have an I-215 off or on ramp.	x													
<b>COMMENTS [OCTOBER 18 TO 22, 2010]</b>																	
A01	19-October	Comment Form	Lots of bike lanes/shoulders gone. How are we keeping bicyclists safe? Pedestrians too. Will there be street sweeping soon 2700 W. both sides 6200 So -- 5400 So 7000 So. -- 6200 So.		x	x											
A02	19-October	Comment Form	Do nothing OUTSIDE of the flex lanes. Alternative 9-1 if you need to do something.		x												
A03	19-October	Comment Form	I'd like an option that leaves 5400 S. alone. It is busy enough without adding more traffic from I-215.		x			x				x					
A04	19-October	Email	What you are really trying to say is you have tax payers money that is burning a hole in your pocket. You cant wait for the current projects to complete the survey, you must try and push this through to spend more money. I have been to the meetings about the east/west problems. Address current construction first, then breathe, think about the future, so we are not re-constructing roads we just finished. We like no freeway exits on 5400 south and welcome the easy of traffic for the 20 hours a day on the road.		x			x									
A05	19-October	Comment Form	Exiting I-215 at 4700 So. intending to go west on 4700 So. is dangerous if congested, especially if one intends to turn left or go south on 2700 West. An interchange on 5400 So. allowing entrance to I-215 would be very convenient and cut travel time.	x	x			x									
A06	19-October	Comment Form	Why is so much money being spent on this study when it does not address the real issue. Bangerter Highway is the issue. People avoid Bangerter to take other routes. This study improves the other routes rather than fixing the problem.														
A07	19-October	Comment Form	The study should include snow removal plans. Who is responsible for cleaning the sidewalks along 5400 So. in the winter? There are no paths for pedestrians or bicycles. Snowplows bury the sidewalk and it is bad.		x											x	
A08	19-October	Email	We have lived here 35 years. When I-215 was put in we couldn't understand why a interchange wasn't put in. One has been needed for a long time.		x												
A09	19-October	Email	I would like to see the plans for the off ramp to 5400 South. I do not like the idea of a ramp going in because I live close to the west frontage road. I already have too much traffic noise.														
A10	19-October	Comment Form	More attention needs to be given to making Bangerter Highway a freeway. Traffic would be diverted from I-215 to Bangerter if it was a freeway.					x									
A11	19-October	Comment Form	NO to all frontage road alternatives. Have you done a study on the noise level that it will cause? Homes and families will be affected. Some of these changes/proposals have come too late in the planning area. Don't need ugly retaining walls all over.		x								x				
A12	19-October	Phone	I would favor and exit from I-215 on to 5400 South and I do appreciate your looking into this again. Thank you.		x												

Number	Date	Type	Comments	Purpose and Need	Alternatives	Design Features	Ancillary Features	Traffic Operations	Community Impacts	Air Quality	Noise	Traffic Impacts	Visual Quality	Economic Impacts	Hazardous Materials	Indirect Impacts	Within Scope Understanding?
A13	20-October	Web Comment Form	Hi I just want to make a some comment about last night that I want to say thank you for send a two wonderful interpreters attend there and met a wonderful people there give us a great site of the roads and highway and transmit. I met a wonderful person her name is ... she did fantastic job she did I want you or other supervisor to give her credit for doing a great job and I really admire her but I don't know why I shake her hand many times but feel that she never met me before with deaf person with know Sign Language. I want to say thank you for the support the accommodate for hard of hearing and if it happened again with other deaf communities I recommend that use the interpreter service again! They are wonderful job! I really enjoying the display and view their site and give me a some overview about the street or highway project. I don't attend it then I would be lost in the street or not knowing where they are doing so that good things that you given us the study team! I would like that.. Someday I can work for your guys with needs of sign language will be easier to communication with all the work study. Again, thanks so much for the great support to provided an interpreter and great people there especially ... give her a credit and others I can meet some people that give me an answer. I will hear from you soon and just want to make a comment about last night everything was so positive attitude and great job you have there! Good luck with legislature to pass this project plans.														
A14	20-October	Email	There are exit and entrances to I-215 already in place at 4700 south and at Redwood road. The positive impact on improving traffic by having an exit and entrance to I-215 at 5400 south would be minimal to NONE.		x							x					